

The Hongkong Telegraph

EXCHANGE:
Closing Quotations—
T.T. London 2s. 4d.
Demand 2s. 4.1-16d.

March 27, 1917. Temperature 6 a.m. 52 2 p.m. 60
Humidity 68 50

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March 27, 1916. Temperature 4 a.m. 57 1 p.m. 60
Humidity 73 62

7621 日五初月風潤

TUESDAY, MARCH 27, 1917.

二拜禮 號七廿月三年亥壬 SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE GERMAN RETREAT.

British Astride the Hindenburg Line.

London, March 26.

The principal week-end developments in the West have been on the French front. The British advance has slowed down, as the country they have had to cross between Arras and Peronne has been smashed by the terrific eight months' bombardments. Nevertheless, the British are already astride the famous Hindenburg line between Cambrai and St. Quentin, as a result of the capture of Reisel and Vermand.

The French have been able to advance more rapidly, as the bombardments farther south have been less severe. Their operations on the Oise and the western border of the great wooded St. Gobain plateau, near Leon, is most promising. This is a natural stronghold, fifteen miles square, rising seven hundred feet above the Oise on the west, and the plain of Leon on the north. It was here that General Joffre intended to stand in 1915, but lack of munitions forced him to fall back to Soissons, repeating the experience of Napoleon in 1814. Since then this "wasp's nest," as a French writer describes the forest, has been the classic theme of the military schools.

The French are now threatening to turn the Hindenburg line as a result of their successes at La Fere, where the line is already partially broken. They have further captured important positions south of St. Quentin, inflicting heavy losses on the Germans for the first time since the beginning of the retreat. If a further French blow carries them across the wide marshy valley of the Oise, the whole Leon salient may go, especially as the French are simultaneously and more vigorously attacking the plateau frontally from Soissons, gaining ground, despite obstinate opposition at Vergny and Margival.

Meanwhile it is noteworthy that telegrams from Petrograd emphasize that the shortening of the German front in the West is part of a plan to overwhelm Russia.

German Efforts to Stem the Allied Advance.

London, March 26.

According to Reuter's correspondent at Paris, the Allies have apparently reached the so-called Hindenburg defensive line, of which St. Quentin is believed to be the centre, with Cambrai on the north and Leon on the south as support points.

The Allies have again confronted trenches where the fighting is intensifying, but the more vigorous German resistance has not checked the dash of the assailants, who are inflamed at the spectacle of wanton devastation.

The Germans on the whole line have had to fall back under pressure, losing heavily. The French are now close on St. Quentin and have cut the St. Quentin-Chateau road. They have maintained and even extended their gains to the north of Soissons and on the Leu or Vregy plateau, despite two powerful counter-attacks. The numerous German effectives now engaged prove the extent of the effort the enemy is making to arrest the advance.

French Maintain Their Positions.

London, March 26.

A French communique says:—Our fire stopped all counter-attacks.

We repulsed several fresh enemy attacks during the night on the Escaut-Besay front, between the Somme and the Oise, serious loss being inflicted on the enemy.

We entirely maintained the positions captured yesterday, and we continued to advance south of the Oise, despite the state of the ground and the bad weather.

We pushed patrols beyond Feloubray, south of La Bassée, and in the forest of Concy.

Our batteries blew up an enemy ammunition depot east of Hodet farm, north of Rheims.

Five enemy aeroplanes were brought down. A French air squadron dropped a ton of bombs on factories at Thionville and in the Briey basin, and also on railway stations at Conflans and Montmedy.

ANGLO-FRENCH PROBLEMS.

Message From the French Premier.

London, March 26.

M. Ribot, in a message to the Times emphasizing the need for military co-ordination, says it may be necessary to create some general instrument of Allied co-ordination, or somehow to revise the present excellent arrangements between the armies of Field Marshal Sir Douglas Haig and General Nivelle. Though the present understanding reached at the last conference in London is working satisfactorily, and the military situation is most gratifying, it is the tremendous economic problems which need special attention. He forecasts a drastic prohibition of French imports and intensive food-growing.

A GIFT ACCEPTED.

A "Tank" from Malay States Councillor.

London, March 26.

The Army Council has gratefully accepted a gift of £3,000 made by Mr. Boon Seng, a member of the Federal Council of the Malay States, for the purchase of a "tank". (Delayed in transmission).

FOOD ECONOMY.

A Great Campaign Begun.

London, March 26.

The Ministry of Food has arranged for a campaign for the reduction of food consumption, with a view to retaining voluntary rationing. This campaign will be directed by twelve hundred local war savings committees, and thirty thousand War Associations. There will be exhibitions, demonstrations, and communal kitchens. The Mayors will convene meetings and lectures. They will also open an information bureau.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE RUSSIAN UPHEAVAL.

Enemy's Absurd Contentions.

London, March 26.

A telegram from Rotterdam states that German experts are focusing public attention on Russia, declaring that the Revolution has upset the Russian plans of a combined offensive, as the Russian armies are unfit for active operations.

German Advance Less Feared Than Formerly.

London, March 26.

Reuter is informed from a Russian diplomatic source that the threatened German advance towards Petrograd is less to be feared now than before the Revolution. Moreover, it would have a sobering effect on the extremists. Anyhow, the Germans would encounter a series of most strongly fortified positions.

Regarding the food question, it is significant that the other day more food reached Kieff in twenty-four hours than during the whole of February.

Critical Hour Past.

London, March 26.

Reuter's correspondent at Paris says that M. Kerensky, interviewed in Petrograd, said that the situation was still serious, but he believed that the critical hour was past. A Constituent Assembly would be elected as soon as possible, but there was no time to establish female suffrage before the election. The Workmen's Committee had appointed five members to check the acts of the Government. Work had been resumed everywhere to meet the needs of national defence.

Cheery Messages from the Trenches.

London, March 26.

According to Reuter's correspondent at Petrograd, an excellent sign of the times is the arrival of most enthusiastic deputations with messages from the trenches, assuring the country that it can rely on its defenders. As an example, one regiment sent a message in which it says:—"An inconclusive and to the war would cover Russia with eternal shame. The new Russia must not be stamped with treachery. You have defeated the internal enemy; let us conquer the foreign foe."

CHINESE MINISTER IN BERLIN.

Asks for His Passports.

London, March 26.

According to Reuter's correspondent at Amsterdam, the Chinese Minister at Berlin has asked for passports for himself and staff.

THE LIQUOR TRADE.

State Purchase and Control.

London, March 26.

It is stated that the committee enquiring into the liquor trade has reported to the Government in favour of State purchase and control in England, Wales, and Ireland, excluding Scotland.

WAR PRISONERS.

Details of Our Captures.

London, March 26.

In the House of Commons, Mr. Hope stated that we had 55,397 Germans, 16 Austrians, 763 Belgians and 15,512 Turkish war prisoners, but undoubtedly the last-named was considerably underestimated.

THE LIFE OF PARLIAMENT.

London, March 26.

In the House of Commons, Mr. Bonar Law announced that a Government Bill for again prolonging the life of Parliament would be introduced on March 27.

PATRIOTIC OVERSEAS BRITISHERS.

London, March 26.

British subjects in the Dutch East Indies have sent a subscription amounting to £3,815 to the Overseas Club, for the purpose of purchasing two aeroplanes. Overseas residents have now paid for ninety-five units of the Imperial Aircraft Flotilla formed by the Overseas Club.

RUSSIANS PURSUING THE TURKS.

London, March 26.

A Russian communique says:—The Russians are pursuing the Turks and have entered the vilayet of Mosul.

London, March 26.

A Russian official message says:—We occupied fortifications at Kalaishan, in the direction of Kanyin, the Turks maintaining themselves on the heights near Miantaga.

NATIONAL SERVICE CAMPAIGN.

London, March 26.

A great week's recruiting campaign on behalf of National Service was opened by meetings in many towns on March 24. There were appeals from all the police yesterday.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

AMERICA'S LATEST WAR MEASURES.

National Guard Called Up.

London, March 26.

According to Reuter's correspondent at Washington, fourteen regiments of the National Guard from the various States have been called up to protect industries from domestic disorders in the event of hostilities.

President Wilson has signed an order increasing the personnel of the Navy from 62,000 to 87,000.

MORE GERMAN BARBARITY.

How French Prisoners are Treated.

London, March 26.

Reuter's Paris correspondent says the President of the Association for War Prisoners has written to the Foreign Minister urging the Government to compel the Germans to abandon their barbarous treatment of French war prisoners, of which, he says, thirty thousand are ill-fed and over-crowded. Many sleep on muddy ground and are forbidden to write or to receive letters and parcels. Many are forced to work within a mile of the French lines.

THE BRITISH BLOCKADE.

Efficient in Administration.

London, March 26.

In the House of Commons, Mr. Bonar Law stated that the Cabinet, with naval advisers, had fully considered the whole question of the blockade, and were satisfied that the present policy was right in principle and efficient in administration. Neutral accounts from Germany seemed to confirm this view.

ARMY EXPENDITURE.

Some Striking Figures.

London, March 26.

The immense military effort being made by Britain is strikingly illustrated in the Army Appropriation Account for 1916, showing that the total net expenditure for the Army was £543,187,548. This amount includes:—Pay, £483,167,156; supplies and clothing, £212,950,815; quartering, transport and remounts, £98,373,107 of which the sea transport of troops cost £30,637,382. A sum of £5,570,320 was credited to the Indian Government for the ordinary expense of the Indian Expeditionary Forces.

ACTIVITY ON THE RUSSIAN FRONT.

London, March 26.

A Russian official wireless message states:—A German advance in the region of Pustaya, following four gas waves, was thrown back. Germans dressed in white overalls attacked to the east of Baranovitchi, but were dispersed.

SERBS REVOLT AGAINST BULGARS.

London, March 26.

Serbian advices confirm the reports of a serious rising in Serbian territory against the Bulgarians, whose harshness has made life unendurable.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

LAUNCH OF THE "AUTOLYCUS."

HISTORIC EVENT AT TAIKOO DOCKS.

The Biggest Boat Ever Built in Overseas Dominions.

This morning was a gala day at Taikoo Dockyard, when the latest addition to the "Blue Funnel" fleet of Messrs. Alfred Holt & Co.—the Autolycus—was successfully launched.

The naming ceremony was performed by Lady May in the presence of large party, his Excellency Sir Henry May being present. Those also in attendance were:—Commander and Mrs. H. G. G. Sindeman, Commander and Mrs. B. W. Myburgh, Esq., Commander W. V. Wood, Commander McMurray, Mr. Noel Wright, Col. Darling, Lt. Col. and Mrs. Currie Major Harris Eide, Lt. Col. and Mrs. Morgan, Captain Carr, Captain and Mrs. Halliday, Captain and Mrs. Hammond, Major Morgan, Commander and Mrs. O. W. Beckwith, Hon. Mr. and Mrs. C. Mol. Messer, Hon. Mr. and Mrs. W. Chatham, Hon. Mr. and Mrs. E. R. Hallifax, Mr. and Mrs. E. D. O. Wolfe, Mr. and Mrs. E. Ralston, Mr. and Mrs. James Macdonald, Mr. and Mrs. R. Hill, Mr. J. A. Young, Mr. J. W. Graham and

Mr. G. T. Edkins, Mr. G. K. Nuttall, Mr. K. E. Greig, Mr. J. W. Paton, Mr. and Mrs. R. B. McGregor, Capt. and Mrs. Armstrong, Mr. O. H. Blason, Mr. and Mrs. W. D. Kraft, Mr. and Mrs. C. Montague Ede, Mr. and Mrs. P. M. Hodgson, Mr. Walter Brown, Mr. and Mrs. E. J. Searman, Mr. A. Forbes, Mr. A. H. G. Jackson, Mr. and Mrs. Comrie, Mrs. Brotherton Barker, Mrs. Frank Austin, Captain and Mrs. Hopcraft, Hon. Mr. H. E. Pollock, Mr. and Mrs. N. L. Watson, Mr. and Mrs. W. H. Bell, Mr. and Mrs. J. Tully, Mr. and Mrs. W. Dinkler, Mr. T. A. Loughlin, Mr. and Mrs. J. A. Pinner, Mr. and Mrs. F. O. Batchelor, Mr. J. H. Wallace, Mr. and Mrs. H. T. Richardson, Mr. and Mrs. E. A. M. Williams, Mr. J. Macdonald, Mr. and Mrs. W. L. Carter, Mr. O. H. Ritter, Mr. and Mrs. S. Baker, Mr. A. H. Harris, Mr. O. Thorne, Mr. Geo. E. Anderson, Mr. and Mrs. A. Stevenson, Mr. and Mrs. F. B. L. Bowley, Dr. and Mrs. Baleson, Dr. and Mrs. Black, Mr. and Mrs. B. H. Dodwell, Mr. and Mrs. W. Dunbar, Mr. and Mrs. J. Finlay Miller, Mr. and Mrs. F. Eidel, Mr. and Mrs. W. L. Paterson, Mr. and Mrs. J. T. Douglas, Mr. A. G. Gordon, and Misses Gordon, Mr. J. F. Hough, Mrs. Darnford Wood, Mr. and Mrs. J. McCabbin, Mr. F. Graham, Mr. and Mrs. N. Hill, Mr. J. A. Young, Mr. J. W. Graham and

WEATHER FORECAST.

FAIR.

Barometer 30.12.

DONT FORGET.
TO-DAY.
Clarke's Organ, Kowloon—9.15 p.m.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.
TO-MORROW.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.
Hongkong Ice Co's Meeting; 11.30 a.m.
Hongkong Fire Insurance Co's Meeting; noon.

Miss Graham, Mr. and Mrs. T. Neave and Miss Neave, and Mr. R. A. Nicholson, Mr. D. Gow, Mr. and Mrs. A. Denison and Miss Denison, Mr. and Mrs. B. J. Wilton, Mr. P. H. Rolfe, Mr. and Mrs. D. McMurray, Mr. and Mrs. W. O. Jack, Hon. Mr. O. E. Anon and Mrs. Anon, Mr. B. D. F. Bell, Mr. and Mrs. J. Jonckheer, Mr. J. Fesse, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. W. L. Leask, Mr. and Mrs. A. B. Lowe, Mr. T. Hayashi, Mr. B. Mori, Mr. A. G. Coppin, Mr. J. F. van Bree, Mr. and Mrs. B. O. Morton, Mr. and Mrs. J. O. Sheppard, Mr. H. Perry Smith, Mr. E. V. D. Parr, Mr. and Mrs. Falconer, Hon. Mr. and Mrs. P. H. Holyoak, Mr. and Mrs. A. S. D. Conland, Mr. and Mrs. C. H. Gale, Mr. and Mrs. J. E. Stowman, Dr. and Mrs. Stedman, Mr. and Mrs. G. J. Harman, Mr. and Mrs. E. Leoble, Mr. and Mrs. E. A. Bam, Mr. J. R. Thomson and Mr. and Mrs. Barker.

The new vessel has the distinction of being the largest vessel so far turned out in the Colony of Hongkong and up to date the largest yet launched from the British Dominions. The principal dimensions of the vessel are: length over-all 441 ft. 8 inches, breadth over-all 52 ft. 4 inches, and 33 feet depth to upper deck from bottom of keel, the total gross tonnage being 6,000, and deadweight carrying capacity will be about 8,200 tons.

The form of the hull has been designed to give the most economical vessel with the power installed, having straight waterlines forward and an easy run aft, the full midship section giving a very fine entrance. The vessel has two complete decks with an orlop deck forward, poop, bridge and forecastle and citadel deckhouse at fore end of bridge, two pole masts and ten derrick poles, also six cargo hatches.

The scantlings of the vessel have been designed to the owners' requirements and are also in accordance with the British Corporation rules for classification of vessels and for freshboard certificate. An interesting fact, which shows the far-sightedness of the owners, is that although the latest Merchant Shipping (Convention) Act has not yet been put into operation, this vessel complies with a great number of the requirements of the Act, such as an emergency plant for wireless, pumping and lighting installed on the weather deck in addition to the general plant for same in the engine room. There are also large flooding openings in the bunkers, and all watertight doors are operated from the weather deck. Ten lifeboats are carried under davits and everything in this respect is to the very latest requirements as regards construction and fittings. The subdivision of the hulls and the stiffening of the bulkheads are all specially considered in view of future legislation. The vessel has a straight stem, elliptical stern, and cellular double bottom all fore and aft, the wings of which have been carried well up the sides of the vessel. There are eight watertight bulkheads carried in the upper deck, giving the vessel a high degree of safety.

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THE GOVERNMENT AND COMMERCE.

But it is no thing to complain of hampering circumstances, and another to take steps to remedy the situation. What we should like to feel, therefore, is that the views expressed by Mr. Holyoak are not to end in mere talk. The feeling in favour of a larger measure of representative government here still exists, despite the lethargy shown by those who should be prominently identifying themselves with the movement. The Chamber of Commerce knows, from its experience over the trade mark question, the evils of the present system. And we can only trust that it will take some definite steps whereby its views on the needed reform of the Colony's governing body will be made known to the authorities at Home in time to be acted upon when new questions affecting the Crown Colonies come up for local consideration.

And then there is the more human and personal side of our relations with Germany. We add bonnet to Mr. Holyoak for this remark: "I hope and believe that there is a legacy of hatred left in the mind of every British citizen." There has been far too much drawing-room and bible-class talk in the past, about the blackguards who have broken every law in creation, and it was high time that we imported a little straight masculinity into our ideas and conversation. In the early days of the war we could afford to laugh riotously at the "God punish England" and "Hymn of Hate" business, for it was foreign to our national temperament to cherish hatred or to harbour thoughts of vengeance. The Britisher can hold, but the very hand that knocks down an enemy is ready, as a rule, to pick him up again, to brush the dust off his clothing, and to procure him a drink. But Germany has altered all this for us; she has taught us that there is a limit to forgiveness, and that our ancestors, Celtic and Teutonic, were far more logical than we in declining to allow outrage to go unpunished. We do right to hate the Hun—because he has stolen the lives of our brothers. Had these been killed in fair fight, matters would have been otherwise. Our great-grandfathers were slain by Frenchmen, and our grandfathers by Russians; but we can bear no ill will towards the slayers or their descendants. With the German, however, it is another story, and we hope to see an heirloom of righteous hatred handed on from parent to child, so that a place can no longer be found in any European country for members of a race that has made itself accursed in the sight of God and man. To convince the basest suspicion of friendship or sympathy towards a German is to condone the vile offences against civilisation which he and his have committed. Let it remain what he has made of himself—a curse.

Property Sale.
An important sale of property took place at Mr. G. P. Lammert's sales room yesterday afternoon, when, under an order of the Supreme Court made in the action between the Humphreys Estate and Finscoe Co. Ltd., plaintiffs, and Yu Foo and others, defendants, two lots were put up. Both were purchased by the Humphreys Estate and Finscoe Co., Ltd.—Marine Lot No. 257, for \$240,000; and the remaining portion of Marine Lot No. 257 and Section A of Marine Lot No. 258, for \$126,000. Messrs. Deane, Locke, Deane and Harrison were the solicitors concerned.

have great causes, and any man who attempted to give a simple explanation of the causes of this war was giving an explanation which was false. It reached back almost to antiquity. There was Russia's age-long ambition for an outlet into the warm Mediterranean; there was England's pride in her Admiralty; there was France's desire for revenge for 1871; there were the ancient racial complications which made men say of Austria that she was not an empire but a misalliance. These and a hundred others must be reckoned with when the day came for the historian to speak as an historian of the present war. He must be far away from the incidents in order to avoid personal deflection. He must not judge the cause until he could see the results. In his connection the lecturer pointed to the careful looking up of his records of the past century of all the nations, to be released the proper time. It was perfectly evident that these documents that were flooding the world now were every one of them prepared with the object of making a certain definite impression upon public opinion, which had come to be realised as the guiding power of the world and they knew that in all probability one of these documents would be found to contain as missing links as Darwin's theory of evolution. He could not therefore pretend to speak as an historian, but neither could he speak as a blind partisan. That men now sacrificing their lives upon the battlefield, of what nationality, was shame in their faith in the cause for which they fought he said no doubt; but the cause itself he said was the cause of the world.

The lecturer then analysed the doctrines of Nietzsche and Treitschke, and stated that whatever the result of the war, Teuton Germany would gain more from it in the long run than any other nation, for through the mass of trenches would return to them the idea of representative government, which had been cast aside in favour of military power. He did not hold up the Allies as virtuous champions of free government. Politics made strange bedfellows and they would not be surprised by the accidents of temporary alliances. The Tsar, until the last few days had been an absolute monarch and Japan had taken her institutions largely from Germany. The very elements which made Prussia a menace to-day might make Japan a menace to-morrow; but England and America could never become a menace unless they abandoned the path which they had recently followed. America and England had given self-government to their colonies when the latter showed themselves fit, and Japan must shortly come to a decision regarding Korea. England respected the absolute right of a nation to develop as a nation. He believed that the American nation was ready to meet in its lot with the British Empire and the others who stood to-day for the best interests in the history of the world. (Applause.)

The American navy has a knack of springing new inventions on the enemy, as we discovered to our cost when last we fought it, observes the *Manchester Guardian*. The *Times* of October 5, 1813, reports an attempt "made by the Americans to destroy the Plantagenet in Lynnhaven Bay by the explosion of a combustible machine called a torpedo. . . . It is a case, containing about six barrels of gunpowder, to which a lock is affixed, and attached to the lock is a line reaching to the person that has the execution of the design. It is next suspended by a stage of planks, at each end of which are about 50 fathoms of small line, with a buoy at each end. The machine has many chances of success in close anchorage; the buoys, being extended a hundred fathoms will most probably convey the line across the cable of any ship at anchor, and the person using it, finding that it has been stopped, pulls the trigger of the lock and the explosion takes place. . . . One reason, it is considered, why it did not succeed upon the Plantagenet was, it was the first experiment of its projector, Mr. E. M. of the American navy." The torpedo has evidently been improved "some" both by its originators and others since those days; otherwise there would be a good deal less to fear from the German submarines.

Journalistic Change

The *Glasgow Herald* announces that Mr. F. Harcourt Kitchin has resigned the editorship for personal and family reasons. Mr. Robert Blair, the managing director, has been appointed his successor.

LAUNCH OF THE
"AUTOLYCUS."

(Continued from Page 1.)

The space under the forecabin has been fitted up for emigrants, with the usual beds, etc., while the space under the poop has been fitted up for sailors and firemen; a particularly modern feature being the arrangement of the rooms for the sailors (two men to each room in place of one large room for all the sailors), a separate mess room being arranged for firemen and for seamen. The space under the bridge deck is utilized for cargo and coals. Petty officers' rooms are on the bridge deck alongside the engine casing. In the citadel house at the fore end of the bridge deck, the saloon, engineers' and officers' rooms have been arranged, each fitted up with all the requisite items that go to make comfortable rooms. On the deck over the saloon is a steel house containing the Captain's day and night cabins, also two passenger staterooms. Over this house again is the navigating bridge with wheel house and chart room. Special mention might be made of the heating arrangement of the ship, patent hot-water heaters being fitted in four separate installations to heat all the living and mess rooms throughout the ship. The ventilation has also had special attention, electric fans, venetian doors, torpedo vents and large scuttles being fitted to the rooms.

The vessel is supplied with seventeen steam winches with derricks carrying loads varying from 2 tons to 40 tons, which ensure rapid handling of cargo. Fire extinguishing pipes are fitted to all cargo holds. There is a quick-warping steam windlass on the forecabin for handling the anchors and warping the vessel. The steam steering gear engine is placed at the after end of the engine casing and is controlled from the navigating bridge. A powerful Marconi wireless apparatus is installed, with suitable rooms for the operators.

The machinery consists of one set of triple-expansion, surface-condensing engines having cylinders 26 inches, 44 inches and 75 inches diameter, with a stroke of 54 inches, and is of the most modern design, having "Uniflux" type condenser, which assures a good vacuum being easily maintained with the minimum of weight. Edward's patent air pump has also been fitted and a separate centrifugal circulating pump of the latest type.

The auxiliary machinery in the engine room comprises Weir's feed pump, general service and fresh water pumps, 35-ton evaporator and one large auxiliary condenser of the "Uniflux" type complete with suitable circulating pump, capable of dealing with all exhaust steam while the vessel is in port. Steam is supplied to the main engines from two large double-ended boilers; one single-ended auxiliary boiler is also provided, and all the boilers have a working pressure of 200 lbs.

Electric light plant consists of two direct-coupled engines and dynamo, each capable of lighting the whole ship, Sun's Osal projector, and cargo lights. The emergency plant on the weather deck comprises an oil engine coupled direct to the generator. A Rees ro-turbo pump with watertight enclosed motor is fitted for the emergency pumping arrangement.

In the stockhold a Bee's patent ash ejector will be fitted, also a large independent duplex pump for working same; in addition to this a steam ash hoist will also be fitted for heaving ashes up to deck.

When completed and on service, the vessel will attain a speed of 13 knots.

The Launching.

The launching ceremony went through without a hitch, the craft taking the water beautifully.

When christening the vessel in the customary manner, Lady May said: "Good luck; and God bless you."

Miss Margaret Reid presented Lady May with a beautiful bouquet of roses in a handsome silver flower stand.

The Speeches.

Subsequently, the company adjourned to a workshop which had

been decorated for the occasion, and here speeches were delivered. Mr. Edkins said:—Your Excellency, ladies and gentlemen, I desire, on behalf of Messrs. Alfred Holt and Co., and of the Taikoo Dockyard, to express the pleasure we have in welcoming you here to-day for the launching of the Autolycus, also our keen appreciation of the presence of H. E. the Governor and of the honour Lady May has accorded us by coming to christen and launch the boat. This she has charmingly and successfully accomplished, and we wish to express to her our thanks. Before asking you to join me in good wishes for the future of the vessel, I will mention a few points connected with her construction. Hongkong has long had an excellent record for its shipbuilding work, and this present occasion now marks a step forward in the industry, for the ship just launched stands for Hongkong's entry into the shipbuilding world for the construction of large ocean-going liners. All connected with Taikoo Dockyard are proud to have been entrusted by such leading and experienced shipowners as Messrs. Alfred Holt and Co. with the construction of one of their highly-classed modern vessels, and also to possess their further confidence, based on work already done, as to be already entrusted with a sister ship for that firm. I hope that as you leave this workshop you will already see progress started with this second vessel on the building berth just vacated by the Autolycus. The Autolycus is the largest ocean-going steamer so far constructed in the British Dominions overseas, although vessels of similar size are now building in Canada.

The factor in the out-turn of these large vessels, besides the possession of the necessary mechanical plant, is the supply of the skilled labour required more particularly for the existing work entailed in the heavy plating and rivetting. We have it however on the authority of qualified experts that work done in previous heavy repair jobs and in the construction of this particular ship responds to every requirement and is a credit to the capacity of the Chinese workmen and their supervisors. In general finish also we have every confidence that their work will bear comparison with the best at home. We hope and believe that these large vessels are only the forerunners of more and larger vessels still to be turned out by local shipyards. I wish to express our appreciation of the great assistance extended to the builders by the owners in placing the result of their experience at our disposal, and on behalf of the dockyard staff generally their indebtedness for the co-operation of Messrs. Alfred Holt's superintendent and staff. I have the pleasure to ask you to join me in best wishes to the good ship Autolycus for a successful career with continued prosperity to her owners.

The toast was heartily drunk.

Mr. Reid, Manager of the Dock, said:—I have to thank Lady May for her attendance and assistance in carrying out the interesting ceremony. I always consider it a wonderful good luck to have Lady May present at functions such as this. At the same time, I desire to present her with a circle of diamonds as a memento of the occasion.

His Excellency the Governor replied as follows:—Lady May can make quite as good a speech, on her own account, as I can, but she dislikes public speaking so much that she has asked me to return thanks for her. I, equally, dislike public speaking, but as my indebtedness to Lady May is greater than has been my ability to pay up to the present time, I am quite glad to have this opportunity of making a small sacrifice "on account". So on her behalf I wish to thank, first of all, the little damsel who presented to her the beautiful bouquet on behalf of the Quarry Bay children, and also the Quarry Bay children for their kind thought. Next I have to thank Mr. Reid for proposing Lady May's health. And lastly I have to thank the management for doing Lady May the honour of having invited her to launch the fine vessel, which has just taken the water, and also for presenting her with such a handsome memento of this

occasion. The vessel which Lady May has just launched is the 14-guest ocean-going steamer constructed, not only in Hongkong, but in the whole of the British Dominions. She has a length over-all of 441 ft. 6 ins., a breadth of 52 ft. 4 ins., and a depth of 33 ft. from the upper deck to the bottom of the keel. She is of 8,000 tons gross tonnage, and her dead-weight capacity will be over 8,000 tons. The building of the vessel is an object lesson, proving that the Taikoo shipyard is capable of undertaking almost any class of ship-building carried on in the United Kingdom; and it justifies the foresight of those who established this great yard, and equipped it in a manner that enables it to turn-out almost any kind of vessel. The expert reports received from time to time, on vessels built, and on extensive repair work carried out in the great shipyards of Hongkong, prove that the class of work done here is all that can be desired and compares favourably with the work done in the British Isles. In view of the plentiful supply of labour which we enjoy in Hongkong, and the increasing number of skilled workmen in training under the guidance of the highly skilled European staffs in our shipyards, the future prospects of shipbuilding, the greatest industry of this Colony, ought to be well assured. A few instances of the work that has been accomplished in the building of the vessel just launched, will suffice as an eloquent tribute to the successful training and supervision by Mr. Reid and his staff. The propeller and the stern frame of this vessel have a weight of 20 tons, while some of the machinery castings are of the same weight, and two of the boilers completed weigh nearly 100 tons. All of these great forgings have been manufactured on the premises from raw materials. The engines, which are now standing ready to be lifted on board, will indicate 4,000 h.p.; and, judging by the evidence of previous successful machinery turned out at this yard, these engines will leave little to be desired. The keel was laid on the 22nd May last, and, had it not been for unavoidable delays in shipping some of the material, the launching of the vessel would have taken place at a much earlier date. So much for the body and vitals of the vessel. You will wonder perhaps why she is called Autolycus. Well, I assume it is because the owners have already a Ulysses in their fleet, and a daughter of Autolycus was the mother of Ulysses. Moreover, at the present time the name Autolycus seems peculiarly appropriate. Autolycus was the son of Hermes, who was a very precocious infant. Born in the morning, by the time he had swallowed his mid-day bottle, he had invented the lyre; and before his evening bottle, he had stolen 50 head of cattle from his brother Apollo. He then returned to his cradle for a good night's rest. His son Autolycus seems to have inherited the cunning of his father, for he became a most successful robber. He had, moreover, the gift of making himself, with his stolen goods, invisible. We may hope that our baby Autolycus will prove a worthy descendant of his ancestor; and will, in the hands of some doughty member of the British mercantile marine, which has won in this war equal glory with the soldiers and sailors of His Majesty, successfully evade the submarine attacks of all the King's enemies. I predict that he will be able to do so. You know that in Fairy Tales the hero or heroine has always been supplied with a "Fairy Godmother" who has brought him or her good fortune; well the lady who has acted as "Godmother" on this occasion, although she can no longer be described as a fairy, is celebrated for an abundance of luck, which has indeed become proverbial. Moreover, you have chosen a lucky day for this ceremony. It is Lady May's birthday and our eldest daughter's wedding day. And besides all that it is a Tuesday—the God of War's day. I feel convinced therefore, that this Autolycus, Hongkong's record baby, will not only be a credit to Hongkong, to

DAIRY FARM NEWS.
CORNED BEEF
AND
CORNED PORK.
PUT UP IN KEGS
and BARRELS
FOR
EXPORT OR STEAMERS' USE.

TRAMWAY RETURNS.

The following is the approximate statement of the Hongkong Tramway Company's traffic receipts for the week ending March 24, 1917:—

	Receipts for week.	Aggregate for 12 weeks.
This Year: ...	\$12,618	\$163,761
Last Year: ...	11,503	149,883
Increase: ...	1,115	13,878
Decrease: ...		

Returned.
Mr. P. C. Fouts returned by the Shingo Maru to-day.

Engineer Sentenced.
At the Police Court this morning, George Anderson, third engineer of the s.s. Hapeh, was sentenced to three months' hard labour for stealing a sum of money belonging to the second engineer of the same ship.

Jumped into the Harbour.
When a cook-boy on board the s.s. San Ning was charged before Commander C. W. Beckwith, at the Marine Court to-day, with preventing the seizure or discovery of a parcel, it was stated that the man was being searched at the wharf when he suddenly dashed off and jumped into the harbour. He was seen by the revenue officer to undo his belt and take a packet from it and allow the packet to sink. The man then climbed on to a sampan and was arrested. Inspector Wilkin spoke to the man being brought to the office dripping wet, and although he at first said that it was only salt that he threw away, he later said it was opium. His Worship fined the man \$20, or one month's hard labour.

Mr. Reid and his staff, to the Taikoo shipyard, and her designers, Messrs. Alfred Holt, but will bear a charmed life, which is what all of us here wish her; and under the aegis of the God of Battles will fulfil nobly her part in the great struggle in which the Empire is fighting. I ask you to bless her and say with me, as Lady May said just now: "God bless her; God bless the Autolycus."

TO-DAY'S
ADVERTISEMENT.

G. R.

SWEPT CHANNEL—EASTERN ENTRANCE HONGKONG.
SHIPS are cautioned that they should approach and leave the harbour by the swept channel and that deviation from it is attended with risk. The channel is swept between the hours of sunrise and 7.30 A.M. and should not be used between those times. In the event of ships arriving in the swept channel before the sweeping is completed they are warned that it is dangerous to approach vessels employed sweeping the swept channel or to attempt to pass between pairs of vessels sweeping.

The vessel superintending the sweeping carries a ball at the masthead and another ball in a position where the yard would be and on that side on which the danger is for vessels to pass.

All signals made by the vessel superintending the sweeping are to be strictly obeyed.

C. W. BECKWITH, Commander, H.M.S. Harbour Master, Hongkong, 24th March, 1917.

TO-DAY'S
ADVERTISEMENT.

WANTED.

WANTED.—SHORTHAND-TYPIST required immediately. State salary required to Box 1170 "Hongkong Telegraph."

TOYO KISEN KAISHA.

S.S. "SEIUNO MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on the 29th March, at 5 P.M., will be landed at consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all cargo remaining undelivered on the 2nd April, at 5 P.M.

No Fire Insurance, whatever will be effected.

No Claims will be recognised after the goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on the 3rd April at 10 A.M.

No Claims will be recognised if filed after the 17th April, 1917.

T. DAIGO, Agent.
Hongkong, 27th March, 1917.

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

Summit SOFT COLLARS

SHAPE 69

A Soft Pique collar with a fairly heavy rib. Its softness has just sufficient stiffness to prevent it from looking "sloppy". Has a smart appearance and is acknowledged by wearers to be extremely comfortable. Half Sizes: 14 to 18 inches.

MACKINTOSH

Men's Wear Specialists.

16, DES VŒUX ROAD. TELEPHONE NO. 23.

Powell Ltd

TELEPHONE 346

WE HAVE JUST RECEIVED A FRESH CONSIGNMENT OF HIGH-CLASS

KNITTED NECKWEAR.

These are hand-made and of a dependable quality, gentlemen who prefer this kind of neckwear should not miss this opportunity.

SEE WINDOW

COLUMBIA

GRAFONOLAS

AND RECORDS

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG and DANCE.

THE ANDERSON MUSIC CO., LIMITED.

6, DES VŒUX ROAD. TEL. 1332.

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SAKURA BEER

FAMOUS GIN.

Known all over the World Since its Foundation A.D. 1875.

SOLE AGENTS: HANDEL, PRICE & CO. LTD.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
LONDON & Bombay via Singapore, Penang, Colombo, Port Said and Marseilles.....			Connecting at Colombo with Australian Mail Steamer.
SHANGHAI, Moji and Kobe.....			Direct Service.
SHANGHAI, Moji, Kobe and Yokohama.....			Direct Service.
LONDON via Singapore, Penang, Colombo, Bombay, Port Said and Marseilles.....			Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, Dates of Sailings, etc., apply to:-

P. & O. S. N. Co.'s office, Hongkong, Jan. 2, 1917.

E. V. D. Parr, Superintendent.



QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days.

30,000 tons Displacement. Quadruple Screw, Speed 21 Knots.

Largest and most Luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

Callings at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama. Mooring calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc., please apply to

P. D. BUTTERFIELD, General Agent, Passenger Department, Hong Kong.

J. M. WALLACE, General Agent, Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Mar. 21, 1917.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope. Subject to change without notice.

THE BANK LINE, LTD., General Agents.

or to REISS & Co. Canton Hongkong, 2 Jan., 1917

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals. For Freight and Passage, apply to:-

JARVIS, MATTHEW & CO., LTD.

Telephone 57, 57A, 57B, 57C, 57D, 57E, 57F, 57G, 57H, 57I, 57J, 57K, 57L, 57M, 57N, 57O, 57P, 57Q, 57R, 57S, 57T, 57U, 57V, 57W, 57X, 57Y, 57Z.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—Subject to Alteration

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira, VICTORIA, R.U. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	SHIZUOKA Maru Capt. Noma T. 12,500	WED., 28th Mar. at 8 a.m.
OUTTA via S'pore, Pang & Rangoon, BOMBAY via S'pore, Malacca & Cebu	AWA Maru Capt. Hayashi T. 12,500	TUES., 1st May, at noon.
SHANGHAI, Moji and Kobe	Bombay Maru Capt. Shinohara T. 8,000	WED., 28th Mar. at 8 a.m.
SHANGHAI, Kobe and Yokohama	Jinsen Maru Capt. Takahashi T. 8,000	FRIDAY, 13th Apr.
NAGASAKI, Kobe and Yokohama	Katori Maru Capt. A. Kou T. 21,000	SATUR., 28th Apr. at 11 a.m.
EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).	SKAGA Maru T. 12,500	THURS., 12th Apr. at 11 a.m.
	Capt. Komatsubara	Apr. at 11 a.m.
	AKI Maru	FRI., 13th Apr. at 10 a.m.
	Capt. Yoshikawa T. 12,500	Apr. at 10 a.m.

NEW YORK via Manila, San Francisco, Panama and Colon.

Wireless Telegraphy. Telephone Nos. 292 & 293.

NIPPON YUSEN KAISHA. B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
Nippon Maru	11,000 - 15 knots	23rd Mar. at noon.
Shinyo Maru	22,000 - 21 knots	2nd Apr.
Persia Maru	9,000 - 14 knots	16th Apr.
Korea Maru	18,000 - 13 knots	28th Apr.
Siberia Maru	18,000 - 13 knots	12th May.
Tenyo Maru	22,000 - 21 knots	23rd May.

1st class to London G\$348. (27L10.0). return G\$619. (2132).
to San Francisco G\$250. return G\$437.50.
*For this voyage the Persia Maru will call at Honolulu.
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES.
Steamer Tons & Speed Leave Hongkong
Anyo Maru 18,500 - 15 knots 11th Sept.
For Full Particulars as to Passage & Freight, apply to
T. DAICO, Agent.
KING'S BUILDINGS.
Telephone No. 291.

JAVA PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between MANILA, HONGKONG AND SAN FRANCISCO. Next sailings for SAN FRANCISCO via NAGASAKI. Subject to change without Notice.

S.S. Tjikembang 13th Apr. | S.S. Arakan 14th May. ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada. For particulars of Freight and Passage, apply to:-

Hongkong, York Buildings. JAVA-CHINA-JAPAN LIJN. Managing Agents.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU. APRIL 15, JUNE 23, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, 100 House Street, Tel. 1924.



THE ROYAL MAIL STEAM PACKET COMPANY.

Owners of The "SHIRE" Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

For Freight and Passage, apply to:-

JARVIS, MATTHEW & CO., LTD.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Chenan	28th Mar. at d'light. (uncertain)
SWATOW & BANGKOK	Chishua	29th Mar. at 9 a.m.
SHANGHAI	Sinkiang	29th Mar. at 4 p.m.
HAIPHONG	Kailong	30th Mar. at 10 a.m.
NEWCHWANG	Kansu	31st Mar. at d'light.
SHANGHAI	Anhui	1st Apr. at d'light.
MANILA, CEBU & ILOILO	Taming	4th Apr. at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—Twin Screw Steamers "Chishua," "Taming" and "Team." Excellent Saloon accommodation. Amidships, Electric fans fitted. Extra State-rooms Deck Aft, on "Taming" & "Team." SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "Anhui," "Chenan," "Sinkiang," "Yingchow," "Shantung," and "Sinkiang" with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36. Hongkong Mar. 27, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Freight Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjitaroom	Manila	28th Mar.	28th Mar.	SHANGHAI
Tjiluwong	Manila	29th Mar.	29th Mar.	SHANGHAI
Tjipanas	Manila	30th Mar.	30th Mar.	SHANGHAI

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in the Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Building. (15)

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICES TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	From Hongkong	Leave Hongkong for Australia.
Manila	28th Mar.	28th Mar.
Shanghai	29th Mar.	29th Mar.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy. For further particulars, apply to

Stbb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine. FOR SWATOW, AMOY AND FOOSHOW AND RETURN. (Occupying 3 to 10 days.)

Steamships.	Captain.	Leaving.
Hailan	A. E. Hodgins	THUR., 29th March, at 11 a.m.
Hailong	J. W. Evans	TUES., 3rd April, at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to

Douglas Laprak & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
HAIPHONG	Loksang	Thur., 28th Mar. at 7 a.m.
SHANGHAI	Choyang	FRI., 30th Mar. at d'light.
MANILA	Yuenang	Sat., 31st Mar. at 3 p.m.
SANDAKAN	Mausang	Wed., 4th Apr. at noon.
MANILA via Amoy	Loongsang	FRI., 6th Apr. at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Rangoon.

Shanghai Line—Fully equipped passenger accommodation, are fitted with Electric Light and carry a duly qualified surgeon.

Shanghai Line—Fully equipped passenger accommodation, are fitted with Electric Light and carry a duly qualified surgeon.

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SHIPPING NEWS.

Quick Work. A 400-ton boat (9,000 tons), one of the seven of its kind contracted to be sold to England recently, was launched on the 10th inst. at the Kawasaki Dockyard, Kobe. Her keel was laid down on the same date that had been used for the 1st after her launch in December last. The test part of the construction of her hull was completed in the course of only three months. The installation of her engines and boilers was taken upon her launch, and all her equipments are expected to be finished very shortly. This will establish a new time record in the Japanese shipbuilding annals.

O.S.K. Takao-Dairen Liner. The O. S. K. Formosa-Dairen Liner, while on her way to Dairen from Foochow, where she touched as scheduled, ran aground a few days ago off Chekiang, says the "Manchuria Daily News." She was eased of part of her cargo by lighters, but without the desired result. According to a telegram received by the O. S. K. local Branch yesterday, she floated herself at the flood tide and arrived at Shanghai under her own steam to undergo repairs at the Shanghai Dock. Her scheduled entry into Dairen has been postponed indefinitely. The Company's Jishin Maru, now working a regular service between Keelung and Hongkong, will probably be despatched to Dairen in her stead.

Norwegian Shipping Boom. During 1916 there registered at Haugesund 43 new companies with the total capital of about 29 million kroner, and one company increased its capital by three million kroner. Thirty of these new companies were shipowning companies. The Norwegian Chamber of Commerce in London states that according to the latest statistics published, new steamship companies established in Norway during last year had a total capital of about 550,000,000 kr., while in addition existing companies increased their capital by 50,000,000 kr. Thus the amount of new capital invested last year in the Norwegian shipping trade reached the sum of 600,000,000 kr. During the year the owners ordered new shipping to the extent of 800,000 tons.

Enemy Vessels in U. S. Ports. Enemy vessels lying in United States ports are: Atlantic ports: Vessels, 68; gross tonnage, 539,218. Panama Canal (Colon): Vessels, 4; gross tonnage, 15,569. Pacific ports: Vessels, 47; gross tonnage, 161,526. Total: Vessels, 119; gross tonnage, 719,333. In Brazilian ports there are 49 vessels of a total tonnage of 53,795, 45 vessels totalling 735,191 gross tons, being German, and 4 vessels aggregating 18,604 gross tons being Austrian. Thirteen of the vessels representing 82,535 gross tons are at Pernambuco, and 14 vessels representing 74,799 gross tons are at Rio Janeiro. In Argentine ports 15 vessels of 75,721 tons are detained; in Mexican ports 13 vessels of 47,722 tons; and in Chilean ports 89 of 318,383 tons.

National Work of Nautical Society. An enormous amount of work continues to be carried on by the Imperial Merchant Service Guild in meeting the requirements of officers for the Admiralty, the War Office, and elsewhere, who on appointment are given his Majesty's commissions for service on behalf of the country in various different spheres. Important confidential communications have lately reached them from the Admiralty, the Board of Trade and others, and as may be seen from recent speeches in the Houses of Lords and Commons, very important and far-reaching decisions are being arrived at as regards outstanding matters connected with the merchant service and those engaged in it. Finance and caution are indispensable considerations in a war like this, though sometimes it conveys a very erroneous impression that whereas every ounce of energy is being put forward, it is full strength it sometimes is imagined that nothing is being done. Also in carrying on the national work of supplying captains and officers to merchant ships the work of the headquarters of the Guild and its different agencies is, in fact, and all this work incidentally, may be said, one of the shipowners.

COMPANY MEETING.

Hongkong and Whampoa Dock Company, Limited.

[VERBATIM.]

The ordinary yearly meeting of the shareholders of the Hongkong and Whampoa Dock Company, Limited, was held at the offices of the Company, 2, Queen's Buildings, today at noon. Mr. S. H. D. Well presided, and those also present were:—Sir Paul Chater, O.M.G., the Hon. Mr. O. E. Anton, Mr. H. P. White, Mr. A. Sorenson, Mr. J. H. Wallace, (Directors) Mr. R. M. Dyer (Chief Manager), Messrs. T. F. Hough, A. O. Lang, W. Danbar, D. E. Clarke, W. L. Pattenden, N. V. A. Crocker, H. Percy Smith, D. Macdonald, J. W. Graham, A. R. Lowe, H. Humphreys, R. A. Dastor, S. Michael, G. O. Morris, P. Tester, W. C. Jack, Lo Cheung-shai, and Chan Sui-ki, (shareholders).

The Chairman said:—Gentlemen, as it is past the time for which the meeting is called, and as there is a quorum present, I will ask the Chief Manager to read the notice convening the meeting.

The Chief Manager having read the notice,

The Chairman said:—Gentlemen, the Directors' report and statement of accounts for the year 1916 having been in your hands for the past week I will, with your permission, take them as read. Before dealing with the accounts, I would remind you, though perhaps most shareholders are aware, that 1916 is the fiftieth anniversary of the registration of the Company under its present title, and under the circumstances it seems fit and proper that I should give a brief outline of our operations during that period.

The Company was really started on 1st July, 1863, under a deed of settlement. Mr. Thomas Sutherland, then agent for the P. and O. Company in Hongkong, being appointed Chairman, and Mr. Douglas LaPrairie, of the Douglas Steamship Co., Secretary. It took over Cowper Dock and the Locks at Whampoa from Mr. J. O. Cowper for the sum of \$440,000 and the stock of those establishments for about \$35,000.

In 1865 it entered into negotiations with Mr. John Lamont, the proprietor of the Lamont Dock at Aberdeen, and the new Hope Dock then under construction, and eventually purchased those two properties.

In view of the recent developments in dry docks, it is interesting to note that the Manager's report for 1865 described the Hope Dock as being "When completed the most capacious and valuable basin of the kind eastward of Swatow or the Cape of Good Hope."

The Hongkong and Whampoa Dock Co., Ltd., was registered on the 11th October, 1866, under the Companies Ordinance to take over the affairs of the original company with a share capital of \$750,000, and Mr. J. S. Whitall of Messrs. Jardine Matheson and Co., was the first Chairman.

The Hope Dock was opened in June, 1867, by the then Governor of Hongkong, Sir R. G. Macdonald, and for a number of years was largely used for docking ships of H. M. Navy and other large vessels.

In March, 1870, an amalgamation was made with the Union Dock Co., which possessed the property at Kowloon on which our present No. 2 and 3 docks are situated, and the capital of the company was increased to \$1,000,000.

Mr. David Gillies was appointed Secretary and Manager in November, 1875, and remained in that position till 1901, and was very largely instrumental in successfully piloting the company

through very difficult times to the highly prosperous condition it was in on his retirement.

In January, 1877, the properties at Whampoa, not being found to be remunerative, were sold to the Chinese Government on the condition that no vessel of any other nationality than Chinese should be docked there.

The two patent slips belonging to Captain Sands were purchased in August, 1897, for \$150,000 and were subsequently removed to Kowloon Dock, where they are still doing good work.

In December, 1880, the Cosmopolitan Dock was purchased for \$400,000, and the capital of the Company increased to \$1,250,000.

The acquisition of this property placed the then docking facilities of the port in the hands of the Company.

In April, 1882, owing to the difficulty of finding a dock suitable for deep draught ships, with the assistance of a grant from the Admiralty, the construction of the present No. 1 Dock at Kowloon was started and completed in 1888.

From that date up to 1901, when the capital was increased to \$2,500,000, the affairs of the company were of ever-increasing prosperity. Subsequent events are probably within the memory of all of you present, and it does not seem necessary to enlarge upon them.

I would only mention that in 1908 the Naval Dockyard and the Taikoo Dock simultaneously came into existence, thus largely increasing the docking capacity of the Colony and naturally introducing a very strong element of competition. However, since 1913 we have been working in harmony with the Taikoo Dock, and the results, I venture to think, have been to the mutual benefit of both companies.

Turning to the accounts for this year, it gives the Directors great pleasure on the jubilee year to come before you with such a favourable report, and we trust it will meet with your approval.

The volume of repair work carried out has been considerable and the Company has been able to take advantage of the large stock of material it always holds, to carry out this work expeditiously at a time when the question of supplies is a very difficult one.

We have made considerable progress with the new ships which I told you last year we anticipated completing during 1916. Owing, unfortunately, to the great delay in getting delivery of some of the material, our expectations have not been realised, but we look for the completion of six of them during the next six months.

In this connection you will be interested to hear that we have just purchased from the Government an extension of our piece of ground at the point outside No. 1 Dock, and are now getting the land levelled and reclaimed for shipbuilding purposes. This new shipyard when complete will have four berths 800 feet long, and we hope in time to get it equipped for constructing very large vessels.

You will observe the sum we propose to write off is considerable. It represents 20 per cent. off the book value of our fitting plant, the amount spent on improvements at Cosmopolitan Dock, and the balance off plant and buildings.

The amount we propose to put to reserve can be utilised in any way your Directors think fit for the future improvement of the Company; this, in view of the developments I have just mentioned, is very necessary.

As is fitting in a Company like ours, as large a number as we can possibly spare of our younger men have gone and are going home to take a more active part in the war, and I deeply regret to say that three of them, Messrs. A. Bisset, E. Craikshank

and L. O. Collin, have already given their lives for their country.

It is a matter of regret to your Directors that they were not able to give permission to all who applied for leave for military service, but those who are left have the satisfaction of knowing that their duties are also of national importance. A good deal of extra work has unavoidably fallen on them, as it is impossible to augment our staff at the present time. I consider that the bonus we ask you to grant them has been well earned, and I have not the slightest doubt but that you are of the same opinion.

Mr. T. F. Hough said:—I rise to second the adoption of the report and accounts. Our chairman's review of the inception of our Company 50 years ago, the various additional acquisitions and developments during the period elapsed since then, to the stage to which this institution has now grown, bears eloquent testimony to the fact that in the past our directors and management have had always in view the necessity for keeping pace with continually growing requirements of the navy and mercantile shipping belonging to different countries navigating in these waters.

I note, sir, your mention of the late Mr. David Gillies' term of service in the management of the Company's affairs, which gives us pause and causes us to "hark back" considerably. Events have followed each other so rapidly, it seems hardly credible that sixteen years have passed over our heads since Mr. Gillies retired from the Chief Management. There are many still in the Colony who cherish kindly recollections of that quietly old gentleman and will be grateful to you for your appreciative reference to an old friend who served our company so long and faithfully.

It is a great satisfaction to realise how well-equipped our docks are to-day, which is brought home to us by the expectation expressed that during the next six months we may look for the completion of the new steamers now in course of construction, despite the difficulties of procuring material from home, some of these difficulties in a measure surmounted, but for the most part still acutely in evidence and likely to be for some time to come.

It is gratifying to learn of the purchase from the Government of land for the extension of our works; I commend to shareholders the foresight and enterprise which prompted the acquisition, and look forward to the time when the addition to our shipyard area is completed, which will place us in a strong position to combat that keen industrial competition which we would be very short-sighted did we not recognise will always confront us.

As it is generally accepted that no footing in the Colony will again be vouchsafed to that nationality who have by their dastardly conduct forever placed themselves without the pale of commercial relations with us, we must be prepared for stronger opposition growing up outside our doors both to the north and south we must look for it. The recent awakening of the great country of China to her responsibilities in the cause of civilisation when they found it incumbent on them to tell the representatives of Germany to begone from their gates, sets us thinking this great nation will be with us in excluding the Hon from again entering the field of competition, in providing docking facilities, but they will be there themselves, and although the opposition will be—as it should be—friendly, and as such we will welcome it, it will be there all the same, so it behooves us to be far-sighted in making our plans for the future.

It is with much pleasure I note in the accounts provision for a bonus to the staff. The result of the year's working simply warrants a bonus being granted, in which connection I am sure shareholders will join with me in reciting appreciation of the good work put in by our employees in their several vocations. As the Chairman says, they are engaged on work of national importance; carrying out their duties in the service of the Dock Company fills that condition.

Our sympathies are with those members of the staff taking a more active part in combating the hostilities with which we are beset, and who by force of circumstances are prevented from responding to the "Call to Arms" that has sounded through our land. We are proud of the manner in which they have all accommodated themselves to the conditions that arose and still prevail. They are members of our community who I venture to submit have to face during the day of 24 hours the maximum strenuous work of any of us. The duties pertaining to their profession claim a very early start in the morning, strict application during the whole of the day, and, according to the present regime, at the hour when restful recreation would be acceptable we find them cheerfully entering upon their various Voluntary duties comprising parades, drills or guards as may be ordered, and what I submit certainly is the most arduous, a number of them taking on the working of the searchlights, the last named service placing at the disposal of the authorities skilled application beyond the ken of the ordinary individual.

We shareholders, Mr. Chairman, join with you in your expression of deep regret that Messrs. H. T. Craikshank and Collins should have been already called upon to make the supreme sacrifice for our country, and venture to express the hope that those others of the staff now in the fighting line may be spared to return to us safe and sound after the accomplishment by the Allied forces of the noble object for the consummation of which our men volunteered. Gentlemen with these remarks I second the adoption of the report and accounts. (Applause.)

The Chairman:—The resolution adopting the report and accounts has been proposed by myself and seconded by Mr. Hough and is now before the meeting for discussion. There being no questions, I will now put the resolution to the meeting. These in favour kindly hold up their hands. Those against? That is carried unanimously. The next business is the confirmation of the appointment of the Hon. Mr. O. E. Anton, Mr. H. P. White and Mr. J. H. Wallace as directors.

Mr. Danbar:—I beg to propose that Sir Paul Chater and Mr. A. S. Sorenson be re-elected as directors.

Mr. Clarke:—I have very much pleasure in seconding that Sir Paul Chater and Mr. A. S. Sorenson be re-elected as directors.

The Chairman:—The re-election of Sir Paul Chater and Mr. A. S. Sorenson as directors has been proposed by Mr. Danbar and seconded by Mr. Clarke. Those in favour? Those against? That is carried unanimously. The next business is the confirmation of the appointment of the Hon. Mr. O. E. Anton, Mr. H. P. White and Mr. J. H. Wallace as directors. The Chairman:—The confirmation of the Hon. Mr. O. E. Anton, Mr. H. P. White and Mr. J. H. Wallace as directors has been proposed by Mr. Danbar and seconded by Mr. Clarke. Those in

ENGINEER SENTENCED.

Three Months' Hard Labour for Theft.

George Anderson, the third engineer of the s.s. Hupoh, was brought before Mr. J. B. Wood, at the Police Court this morning, on the charge of stealing a sum of money belonging to Hupoh Talloob, the second engineer of the ship.

Evidence was given by Crown Sergeant Sutton and Laugier to the effect that the defendant stated that after having \$70 stolen he had not a cent left, and he expected that he would have to sign a bill.

The defendant, in the box, denied that he went into the cabin of the second engineer on the morning in question. He went to the cabin for a box containing some tools, but as he could reach that from the door he did not go inside. The boy was in the cabin when he went there. He admitted that he borrowed a bar from one of the crew, but that he used to turn a winch, as it was part of his duty to see to the winches when the ship was in port. When the theft of the money was reported to the chief engineer, he sent for the boy who said he saw him (defendant) come to the cabin for a pair of pliers, but he had seen no one else. He discovered the loss of his money shortly after the second engineer's loss had been found out. After this \$70 had been taken, he had about \$10 left, but this did not include a number of Singapore dollars, some Chinese money and some ticals. He changed the Singapore dollars at a place somewhere between the Hongkong Hotel and West Point, but he could not find the shop. He obtained these dollars by changing some sovereigns at Singapore, and the second engineer knew that he did so.

In sentencing the defendant to three months' hard labour, Mr. Wood told him that he had no doubt that he took the money, and that his story about changing the Singapore dollars was untrue.

New American Firm for Shanghai.

Another new American firm is to open in Shanghai, according to Japan papers, which report the presence in Japan while on his way to Shanghai of Mr. Harry Nathans, representing Messrs. Arkell and Douglas of New York, who are to open an office in Shanghai as headquarters for the Far East.

Soldier of Eighty on Active Duty.

"As sound as a bell," was the doctor's verdict in passing the oldest British soldier on active duty, Private Charles Farmer, aged eighty, of the King's Shropshire Light Infantry. He is one of the guard at the prisoners' camp, Douglas, Isle of Man. Farmer is a Crimean veteran, and was discharged from the Army in 1871.

favour? Those against? Carried unanimously. The next business is the re-election of auditors.

Mr. Tester:—I beg to propose that Mr. H. Percy Smith and Mr. A. E. Lowe be re-elected as auditors for the current year at a fee of \$1,000 each.

Mr. Lo Cheung-shai:—Mr. Chairman, I beg to second the re-election of Mr. H. Percy Smith and Mr. A. E. Lowe as auditors of the Company.

The Chairman:—The re-election of Mr. H. Percy Smith and Mr. A. E. Lowe as auditors for the current year, at a fee of \$1,000 each, has been proposed by Mr. Tester and seconded by Mr. Lo Cheung-shai. Those in favour? Those against? Carried unanimously. That is all the business, gentlemen; thank you. Dividend warrants will be ready to-morrow and may be on application at the office.

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HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 27th MARCH, 1917.

10.00 p.m. Kinshan. | 4.00 p.m. Fatshan.

WEDNESDAY, 28th MARCH, 1917.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Fatshan. | 4.30 p.m. Kinshan.

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MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 1st APRIL, 1917.

The Company's Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao or Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

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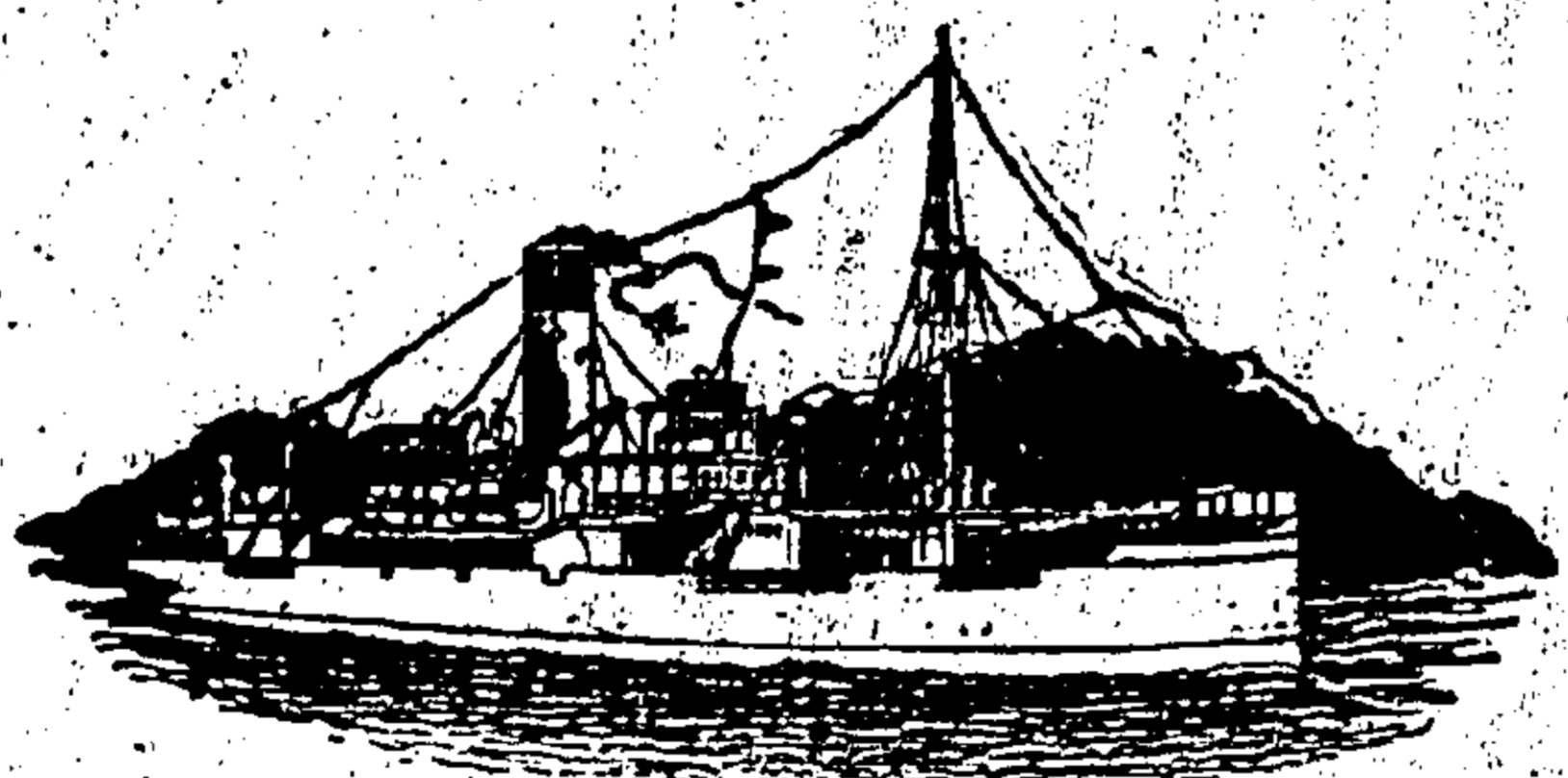
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of Central Market), Telephone No. 214.

MOVEMENTS OF
STEAMERS.

The s.s. CHINA sailed from San Fran-
cisco on March 12, 1917, and is due to
arrive in Hongkong on or about April 10,
1917.

The P.M.S.S. Co.'s Steamer ECUADOR
sailed from Manila on Sunday, the 18th
inst., and is due to arrive at Hongkong
on Tuesday, at noon. It is expected to
depart for Hongkong on Wednesday next,
the 28th inst. at noon, for San Francisco via
Shanghai, Kobe, Yokohama & Odessa.

THE ALEXANDRA CAFE.
Just arrived, Large Shipments of
Choicest Home.

CONSIGNEES

NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LINE,
JAVA-PACIFIC LINE.

THE Steamship

"ARAKAN"

having arrived from SAN FRAN-
CISCO. Consignees of Cargo are
hereby notified that all Goods are
being landed at their risk into
the hazardous and/or extra har-
dous Godowns of the Hong-
kong & Kowloon Wharf & God-
own Co., Ltd., whence and/or
from the Wharves delivery may
be obtained.

No Claim will be admitted
after the goods have left the God-
owns, and all Goods remaining
undelivered after noon the 2d
April, 1917, will be subject to
rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before the 4th
April, 1917, or they will not be
recognised.

All broken, chafed and damag-
ed Goods are to be left in the
Godowns, where they will be ex-
amined on the 4th April, 1917.
At 10 a.m. by the Company's
surveyors Messrs. Goddard &
Douglas.

No Fire Insurance has been
effect d.

Bills of Lading will be coun-
tersigned by
JAVA-CHINA-JAPAN LINE,
Hongkong, 26th March, 1917.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"HIRANO MARU,"

having arrived, Consignees of
Cargo are hereby informed that
their Goods are being
landed and placed at their
risk in the Hongkong and
Kowloon Wharf & Godown Com-
pany's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and deli-
very can be obtained as soon as
the Goods are landed.

Optional Goods will be carried
on unless instructions are given to
the contrary before NOON,
TODAY.

Goods not cleared by the 30th
March, 1917, will be subject to
rent.

Damaged packages must be left
in the Godowns for examination
by the Consignees and the Co.'s
representatives at an appointed
hour on Tuesday & Friday. All
claims must be presented
within ten days of the steamer's
arrival here, after which date
they cannot be recognised. No
claims will be admitted after
the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 23rd March, 1917.

TOYO KISEN KAISHA.

s.s. "NIPPON MARU,"

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& MANILA, P. I.

The above named Steamer having
arrived, Consignees of Cargo
are hereby notified to send in
their Bills of Lading for counter-
signature, and to take immediate
delivery of Cargo from alongside.

Cargo remaining undelivered
on the 25th March, at 5 P.M., will
be landed at Consignees' risk and
expense, and delivery must then
be taken from the Company's
Godown.

Storage charges will be assessed
on all cargo remaining un-
delivered on 25th March, at 5 P.M.
No Fire Insurance whatever
will be effected.

No Claim will be recognised
after the Goods have left the
Steamer or Godown.

All chafed and damaged cargo
will be landed into the Com-
pany's Godown, where they will
be examined on the 30th March,
1917, at 10 A.M.

No Claims will be recognised if
filed after the 13th April, 1917.

T. DAIGO,

Agent.

Hongkong, 23rd March, 1917.

COMPANY MEETING.

The Green Island Cement
Company, Limited.

(VERBATIM)

The twenty-eighth ordinary
general meeting of the Green
Island Cement Company, Ltd.,
was held at the offices of the
Company, St. George's Building,
this morning. The Hon. Mr. C. E.
Anton, president, and there were
also present, the Hon. Sir
Paul Chater, O.M.G., Rev.
Father Robert, Mr. A. O.
Lang (Directors), Messrs. R.
Shewan, R. Hancock, W. Lygon,
H. W. Looker, W. E. Clarke, D.
V. Stevenson, A. A. Corleiro, J.
M. Gordon, M. A. Figsalido, J.
W. Taylor, E. L. G. Arnold, P.
Teener, L. N. Leefe, (share-
holders) and R. Henderson
(Secretary).

The Secretary having read the
minutes of the meeting,

The Chairman said:—Gentle-
men.—With your permission we
will follow the usual course and
take the report and account now
in your hands as read.

As we anticipated this time last
year, we have a still better state-
ment to lay before you now than
we had then. Instead of a dividend
of 60 cents per share, we are able
to recommend the payment of
80 cents, and put \$150,000 to
Reserve Fund, after writing off
\$20,000 from Deep Water Bay
buildings and machinery and
\$10,000 from steamer, launches
and lighters, besides paying a
bonus to the staff, and carrying
forward \$114,328.49 as against
\$111,338.16 last year.

The result of the past year's
working is a very considerable
improvement on those of recent
years and will I trust be found
quite satisfactory by shareholders.
It has not been secured very
easily, however, for many things
were against us, the principal
being the inability of our
Chinese contractors to deli-
ver stone from Canton,
partly owing to the disturbances
in the interior of China, partly
to inefficient accommodation on
the railways, and partly, or
perhaps chiefly, to the want of
water up country preventing the
transport of stone. We have
therefore had to rely entirely on
stone from Tonkin and in this
respect our steamer Cingchow
has been the backbone of the busi-
ness. High rates of freight and
exchange and dear coal have been
important items of expenditure;
and to cover these there was
nothing for it but to increase the
price of our cement all round.
Fortunately the demand was good
and our markets were not long
in adapting themselves to the
higher cost.

As to the future, I can say
nothing beyond the statement that
we have begun the new year well
and that our prospects seem
quite fair at present.

In the Chairman's speech last
year he informed you that it had
been decided to run no further
risk of exchange with our surplus
funds but to bring them back to
Hongkong, and it was fortunate
that we did so in view of the
course that exchange has since
taken. Since then as you know
it has been decided to return this
money to shareholders and this has
been done and the capital reduced
to \$3,000,000 accordingly.

The question of supplies of
limestone from Canton still re-
mains a difficult one for us. We
had practically none from there
last year owing to various causes,
but we hope now that the rainy
season is close upon us, that we
shall succeed in getting supplies
from China this year.

There is nothing in the ac-
counts that I think needs special
comment, but I may mention that
since they were closed we have
made a donation of \$5,000 to the
War Charities Fund, which I feel
sure will be approved by all
shareholders in the Company.

I cannot conclude my remarks
without bearing testimony to the
loss this Company has sustained
by the sudden death of Mr.
Hewitt. Mr. Uidall and Mr.
Jewitt bore the burden and heat
of the struggle in the early days
of the Company, and its
subsequent success is greatly
due to their efforts and the keen
interest they took in the develop-
ment of this business. In the
death of Mr. Hewitt we deplore
the loss of a very able engineer
and of a devoted servant of the
Company, who always had its in-
terests most closely at heart.

Mr. Clarke:—I beg to second
the report and accounts as
presented be passed.

The Chairman:—As there are
no questions, I now beg to put
the resolution to the meeting.
Those in favour kindly signify in
the usual way. Against? Carried
unanimously.

Mr. Hancock:—Mr Chairman,
I beg to propose the re-election
of Sir Paul Chater, Dr. J. W.
Noble, the Hon. Mr. C. E. Anton,
the Rev. Father Robert and Mr.
A. O. Lang as Directors.

Mr. Stevenson:—I beg to
second the re-election of Sir Paul
Chater, Dr. J. W. Noble, the Hon.
Mr. C. E. Anton, the Rev. Father
Robert, and Mr. A. O. Lang as
Directors.

The Chairman:—It has been
proposed by Mr. Hancock and
seconded by Mr. Stevenson that
Sir Paul Chater, Dr. J. W. Noble,
the Hon. Mr. C. E. Anton, the
Rev. Father Robert, and Mr. A.
O. Lang be re-elected Directors
for the ensuing year. Those in
favour kindly signify in the usual
manner. Against? Carried unani-
mously. I now beg to propose the
re-election of Mr. F. Maitland and
Mr. A. B. Lowe as auditors at a
remuneration of \$500 per annum.
This is an increase of \$200 each,
but the work of our accounts has
gone up very much, and we
thought it desirable to accede to
their request for a higher re-
muneration.

Mr. Shewan:—I have very much
pleasure in seconding the re-
election of Mr. F. Maitland and
Mr. A. B. Lowe as auditors.

The Chairman:—It has been
proposed by the Chairman and
seconded by Mr. Shewan that Mr.
F. Maitland and Mr. A. B. Lowe
be re-elected as auditors at a re-
muneration of \$500 each. Those
in favour kindly show in the
usual manner. Against? Carried.
That is all the business, gen-
tlemen. The dividend is now
ready and warrants can be had
on application.

A Double Offence.

Mr. J. R. Wood had before him,
at the Police Court this morning,
a Chinese charged with causing
obstruction at Kennedy Town and
with offering a bribe to an Indian
constable. The defendant plead-
ed guilty to both charges, and
said he thought the constable
would let him go if he gave him
a dollar, as he was very busy. He
did not want any trouble and he
thought he might be released. He
did not know he was doing
wrong. His Worship reminded
defendant that he was liable to
be imprisoned without a fine.
On the first charge he ordered
him to pay \$10, or to undergo
14 days' imprisonment; and on
the second a fine of \$25, or four
weeks' imprisonment, was im-
posed.

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The Largest Modern Department
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TEL. 1957.
1916.



CHAMBER OF COMMERCE MEETING.

OUTSPOKEN UTTERANCES AGAINST RETURN OF GERMANS TO HONGKONG.

HON. MR. HOLYOAK'S PROTEST CONCERNING THE OFFICIAL VETO.

The annual general meeting of the Hongkong General Chamber of Commerce was held yesterday afternoon in the Chamber Room, New Government Building, when Mr. G. T. Edkins (Messrs. Butterfield and Swire) presided over a good attendance. Those also present were:—Reiss and Co. (Hon. Mr. P. H. Holyoak), Hongkong and Shanghai Bank (Mr. N. J. Stabb), Jardine, Matheson and Co. (Hon. Mr. C. E. Anton), Gibb, Livingstone and Co. (Mr. A. O. Lang), Alex. Ross and Co. (Mr. A. S. D. Coulsand), Union Insurance Co., Ltd. (Mr. E. Montague Ede), P. and O. Co. (Mr. E. V. D. Parr), Donnelly and Whyte (Mr. L. M. Whyte), Cawston, Palliser and Co. (Mr. B. Cooper), Arculli Bros. (Mr. O. E. Arculli), W. G. Humphreys and Co. (Mr. W. M. Humphreys), Hughes and Hough (Mr. T. F. Hough), F. P. Talati (Mr. M. P. Talati), W. A. Hannibal and Co. (Mr. W. A. Hannibal), Liverpool, London and Globe Insurance Co., Ltd. (Mr. J. de B. Lancaster), J. M. Alves and Co. (Mr. J. M. Alves), John D. Humphreys and Son (Mr. E. Humphreys), B. A. T. (Mr. Harvey), New Zealand Insurance Co., Ltd. (Mr. J. W. Stackhouse), Messageries Maritimes (Mr. A. Thomas), W. O. Jack & Co. (Mr. W. O. Jack), Netherlands India Commercial Bank (Mr. G. A. Dunlop), Commercial Union Assurance Co. (Mr. E. L. Arnold), Gilman & Co. (Mr. W. L. Patten), Yuen H. P. Hing (S. H. Leung), Robertson, Wilson & Co. (Mr. G. H. Wilson), The China Mutual Life Insurance Co. (Mr. B. W. Tape), Nestle's and Anglo-Swiss Condensed Milk Co. (Mr. A. G. Coppie), Bank Line, Ltd. (Mr. T. M. Loughlin), W. R. Loxley & Co. (Mr. A. Beattie), Stewart Bros. (Mr. E. Ormiston), R. Hancock, A. G. Gordon, H. Stephens & Co. (Mr. H. Stephens), Grande Price and Co. (Mr. O. Bond), Swedish Trading Co. (Mr. G. Ludin), Union Trading Co. (Mr. S. M. Chura), Chartered Bank (Mr. T. G. Downing), Bank of Indo-China (Mr. L. Berindoague), Bradley & Co. (Mr. J. S. Plummer), Eastern A. Bestos Co. (Mr. F. C. Baicker), Asiatic Petroleum Co. (Messrs. N. L. Watson and W. D. Bell), Harry Wicking & Co. (Mr. A. Forbes), Hongkong Electric Co. (Mr. G. M. Lakin), S. C. I. I. Mail & Co. (Mr. S. E. Ismail), China Borneo Co., Ltd. (Mr. H. W. B. Kennett), with Mr. E. A. M. Williams (Secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen: The report and accounts of the Chamber for the year 1916 have been in your hands for some days and with your permission therefore, we will take them as read. Before formally moving their adoption, I will review some of the outstanding matters which have occupied the Committee during the past year. While your Committee have had the usual numerous and widely varied subjects to deal with, their attention has been naturally claimed by many questions directly and indirectly connected with the war, and although the Committee have been enabled to liberally place before the members the bulk of these subject matters, much of it exclusively British, certain parts are under censorship for the present, hence the particular excisions which you will have noticed in the Report.

Thanks to the ready financial response from members the Committee have been enabled to bring into effect the scholarships instituted as a memorial in remembrance of our respected late Chairman, Mr. Hewitt, and three scholars from Queen's College are now benefitting therefrom at the University where we hope they will have a successful career. (Applause.)

During the year the development of measures against enemy trade, as well as the levy of duties for purposes of revenue, led to extension by Government of export and import permit procedures, and in this connection, I would acknowledge the help accorded by Mr. Hutchison, the Superin-

tendent of Imports and Exports, when the Chamber and others have had occasion to seek for mitigation of difficulties and delay: the policy of this Chamber has always been in favour of restricting as little as possible the freedom of movement of merchandise and shipping to and from the Colony. There is a growing demand among merchants for statistical records of the Colony's trade with particular reference to indication of countries of origin as regards imports, and it is hoped that the present expansion of the Government Imports and Exports Office may provide a starting point and nucleus for Government issue of comprehensive trade statistics.

As a result of the population of this port having been subject from time to time to epidemic diseases there apparently exists a too ready tendency at other ports to declare Hongkong infected, and to impose quarantine restrictions against our trade, but the Government have succeeded in having such restrictions removed when there is good ground for so doing. The health reports of Hongkong are improving as the result of extended and active remedial measures on the part of the Government and its Health Officers and it should receive due consideration in this respect from the ports with which we trade. It is a pleasure to renew here the tribute and appreciation already generally accorded to the Colony's Health Officers, Dr. Woodman and his colleagues, for their work in the recent vaccination campaign: over 300,000 vaccinations have been performed in the past three months, and the small pox epidemic has been wiped out. Apart from the benefit to human life the improved health conditions make for additional prosperity in the Colony's trade.

The Committee have been glad to receive and to respond to suggestions for co-operation with newly formed British Chambers of Commerce in fields so far apart as China and Italy. I am sure the members heartily respond to good fellowship extended by the Chambers at Canton, Shanghai, Tientsin and Italy, as also to the proposals of co-operation in various Imperial measures from Chambers of Commerce and other Associations in Australia and elsewhere.

The matter of enemy submarine outrages affords us a righteous anger. Full reparation can never be attained for the personal sufferings the subjects of Allied and neutral countries have undergone from the piratical actions of enemy submarines, but we can at least see that no effort on our part is spared to ensure that material compensation is secured from tonnage in the enemy's possession, and that he shall not profit through his malign and unscrupulous policy by permitted retention of his vessels at present sheltering in his home and neutral ports. Hence with every assurance of final victory, your Committee were happy to co-operate with the British Chambers of Commerce in China in asking the Imperial Government to adopt the "ton for ton" policy as one of the conditions of peace. It is now pretty generally recognised the world over that the enemy should be required to replace with his own tonnage as far as practicable the losses of shipping for which he is responsible, and notice the Australian Chambers of Commerce are now moving in this matter.

Your Chamber is affiliated with the British Imperial Council of Commerce, and as you are already aware Mr. C. H. R. as acts as your representative on this Council in London. He attends the conferences and while voicing your views as opportunity occurs or call for expression, he also keeps up posted regarding the many important questions arising at home which affect the Colony's interests in particular, as well as others on Imperial matters generally. I am sure you will support the expression of appreciation of Mr. Ross's valuable work in this connection, which the Committee have conveyed to him.

The Chamber received a request from the Royal Colonial Institute to co-operate on behalf of legislation to confine as far as practicable in the public interest Government orders to British firms. This was put forward with a view to

encouraging new industries and expanding existing industries in the British Empire, and accordingly your Committee intimated their support, and suggested to the Government that British merchants in this Colony should be given an opportunity to tender for those Government requirements which ordinarily go past the Colony to the Crown Agents at Home. Such a course would seem to contribute to the encouragement of British industries locally, and in any case might in other ways well prove worth a trial.

A plea for reduction of ocean freight rebates on European freights claimed a good deal of attention from the Committees of Chambers in China, and in Hongkong—the enhanced rates of freight and time occupied in payment of rebate claims being largely responsible for the raising of the question. Strongly divergent views were held by merchants, and the matter was ultimately dropped owing to divided opinions. Amelioration of the position has since been provided by shipowners arranging to pay 90% of rebate claims immediately at the close of the first period.

A threatened restriction in the supplies of food commodities, notably butter, from Australia to Hongkong and Shanghai led the Committee to take up the question with the Government and with Mr. J. B. Sutor, the Commercial Commissioner for New South Wales, with effective results. The importance of maintaining ready supplies of food products from Australia is obvious in these times, and I take this opportunity to acknowledge the valuable assistance Mr. Sutor always places at the disposal of the Chamber in matters connected with the great Southern Colony. Notwithstanding restricted shipping facilities with high prices and high forwarding charges the enterprise of merchants and traders has kept the Colony well supplied with staple foods, and it is satisfactory to know that Flour and other food necessities continue in substantial supply in Hongkong: a tribute moreover to the work of the British and Allied Navies.

The Committee had pleasure in subscribing on your behalf to the London organisation for distribution of newspapers and periodicals to the men of H. M. Grand Fleet, whose splendid work guards us here in comparative peace and keeps the Seas near home free from all but epidemic attacks from other than submarine operations. Here in the Far East we owe a peculiar debt and tribute to the Allied Fleets who keep the seas open, and to the Officers, Engineers and Men of the Mercantile Marine who steadfastly carry on their important work in face of the worst the enemy can do against our overseas traffic.

The question of extinction of Enemy Trade marks had considerable attention during the year, and the policy favoured by the Committee was forcibly represented in the Legislative Council by Mr. Holyoak. The main aim is that such measures shall be taken as shall irretrievably prevent the revival and use of enemy trade marks at least on British goods after the war, and that the property of an enemy who implacably and unscrupulously conducts a policy of destruction of life and property of Allies and Neutrals alike on the High Seas, shall not have his property and trading means nursed for his benefit after the war. I understand the Imperial and Colonial Governments are further considering this question.

After considerable deliberation your Committee have represented to Government the need for legislation with the object of securing sound conduct of Insurance business in Hongkong as adopted in Great Britain, Canada, the Philippines and elsewhere. The security of policy holders will thereby be strengthened and the growth of mushroom Companies minimised. It is significant in this respect, as remarked on a former occasion, that out of 48 Companies registered in Hongkong, 20 have been wound up or struck off the Register of Hongkong Companies. In the opinion of the Committee a uniform measure should be instituted for all Companies operating in Hongkong, and for all Companies operating in China controlled from some part of H.M. Dominions.

In response to the request made at the last Annual Meeting, a Chinese Language School has been successfully instituted with Dr. Pearce as the Director in charge. Considering that the school was started in the stress of war time when business staffs are depleted and men's time subject also to the claims of military duties, Dr. Pearce and the 30 to 40 students are to be congratulated on the progress of the school. The first class started with Cantonese on the 2nd November last, and Dr. Pearce is already able to report steady progress on the part of the students towards proficiency in the vernacular. Quarterly tests have been instituted for the benefit of all concerned, but it is hoped that these tests where they do not show high records of marks will not discourage beginners. The times and circumstances are against rapid acquisition of a difficult oriental language and literature, difficult enough in themselves under the most favourable conditions, and the Committee hope that every encouragement will be given to students to continue their studies even when progress is not so rapid as expected at the outset.

The Committee wished to institute classes for Mandarin as well as Cantonese but this has not yet proved practicable. Mandarin holds such a preponderating place in the dialects of China for converse with official Chinese, and the peoples of the great and thickly populated areas of Central and Northern China, vast fields for commercial and engineering enterprise, that it is to be hoped it may soon secure a place in the curriculum of our Language school. I desire to acknowledge the assistance Sir Charles Elliot has rendered the Committee in the development of the school, and our appreciation is due to Dr. Pearce for the wholehearted manner in which he devotes his energies for the well being of this new branch of the Chamber's work. Beginners' classes are starting again in April which it is hoped will be well attended.

As you will have seen, the report largely deals with trade policy as applied to the present war period and to the post-bellum future. Our letters of 21st March of last year to Mr. Ross and of January 8th of this year to the Colonial Secretary indicate the policy the Committee have adopted on the leading questions that have arisen. Decisions on the many important points at issue are nearing maturity and will probably be arrived at thro' the great Imperial Council which is now sitting in London. It is necessary therefore that we should be ready with well considered views as to the main requirements in outstanding questions where this Colony is concerned.

The chief factor in our decisions appears to be the recognition of Hongkong as a great distributing mart and shipping centre which should not be penalized by import and export charges other than of a limited nature which would not be detrimental to its volume of trade. It should be our policy to foster principles which shall ensure the maintenance and growth of commercial relations with the great field of China. Exports as well as Imports are in question and in this connection we should advocate as we are already doing, the extension and application of scientific and technical research with Government assistance, as instituted by the Commission now appointed at Home by H. M. Government, to lead in our case to further scientific development of our export trade from China.

The reorganisation of world traffic after the war will set many problems to those guiding commercial centres such as Hongkong, and I commend to your notice the resolutions, and the spirit thereof, adopted at the Allies' Conference at Paris detailed in the Report. Mr. Bonar Law in the opening phrases of his letter drawing the Colony's attention to the recommendations of that Conference, turns our thoughts forthwith to measures to be taken to avoid any recurrence of the dangers to which the Empire has been exposed by the growth of German trade and influence within it. Danger in this respect will naturally lie in the return of enemy subjects to our midst, and I know of no other question in the problems of the future which excites higher feeling, and the strongest possible views among your Committee. It is surely not too much to hope and even to expect that the privilege of return to this Colony should be withheld from the enemy for a substantial period after the declaration of peace. The events of the last year have only served to strengthen rather than mitigate the views on this point expressed by Mr. Landale, the Chairman at last year's meeting. During the past few weeks stirring events have developed which will figure in future history, and they mark decided stages in the progress of the Allied Powers towards victory.

We may with every confidence regard the present Anglo-French advance as effective progress towards the centre of Belgium. In Russia the Revolution has set up a democratic Provisional Government with the declared intention of more vigorous prosecution of the war, while China like the United States has now severed diplomatic relations with Germany. There is also the capture of Baghdad with all its consequent possibilities. This rapid series of events favourable to the Allies inspires confidence in the nearer approach of victorious peace, for the welfare of mankind and with the promise of opportunities for the further prosperous development of the Colony. We are happy to see China taking part with the United States in the cause of international justice and humanity, and it is opportune to express here our good wishes to the great nation of Russia in the development of the ideals her people have now before them.

The achievement of great things has its price, and while we are all proud of the men who have gone forth to fight the country's battle, and of the extreme sacrifices some are called upon to render, a great less falls to us, and it is fitting that we should record our sympathy with the firms who have lost members of their staffs, stricken on the field of battle in the great cause during the past months.

In closing I would mention that during the year Sub-Committees have been extended, as indicated in the report, and the Chamber is indebted to the members of these Sub-Committees for the time and attention they have given to much valuable work. The accounts do not call for any elaboration. The balance is on the right side and the figures speak for themselves. I beg therefore to propose the adoption of the report and accounts. (Applause.)

Mr. W. M. Humphreys seconded the adoption of the report and accounts which were adopted without discussion. The Chairman said that the members would doubtless like to hear a few words from Mr. Holyoak, who was their representative on the Legislative Council.

Mr. Holyoak's Speech.

Mr. Holyoak first of all said that he would like to explain a little of the machinery necessary to get a question answered in the Council so that all would realise the time it took to get an answer. Due notice must be given and one might very well get an answer such as "The answer is in the negative," which meant that a further notice of a fortnight had to be given, and possibly the Council did not meet again for a month. It sometimes happened that a question was indefinitely hung up in that way. He thought some measure of constitutional reform should be possible so that a question affecting real business interests might be answered by a responsible official of the Council on broad lines, who, if necessary, should give an amplified reply at the following Council meeting. He would like to testify to the fact that a large amount of private work was done by their representative which could not possibly be fully dealt with or explained in public and he would like to give his testimony to the ready assistance he had received on almost every occasion from every single official of the Council, including the Governor himself, on questions which affected trade interests. (Applause.)

The principal questions which had been dealt with were the removal of the alien prisoners of war to a safer place than within the confines of this Colony, the trade mark question, which was a very vital one, the silk prohibition question, which was due, apparently, to a rather careless blunder by an officer in London, and which necessarily involved the trade in very considerable loss, and lastly the question of war taxation, which was not yet fully dealt with. As regards the enemy trade mark question it was now being dealt with before the Council in a Bill which was shortly to have its second reading. That Bill went some way towards granting what they were asking for, but it did not go far enough. It provided that all trade marks and the good-will attaching to them, should for the present remain in the hands of the Enemy Custodian. It did not provide that such trade marks should never be returned to the enemy, if for some unknown reason he was ever allowed within the Colony's gates again. He hoped that matter would be dealt with in an amendment which would be proposed at the second reading. He would like to make one comment in passing and that was that he thought the time had come—and that after the war it

would be dealt with effectively—when it would be no longer possible for an official majority in this Colony to veto the considered opinion of a body of men like that Chamber represented. After all on any question of that sort they were the experts and the people who knew, and when they offered advice to the Government on questions they were not going to let their considered opinions be turned down by an official majority, most of whom did not understand the question at all. The question of post-war policy had been dealt with by the Chairman, and he was sure that they all felt as a Chamber—and they should give clear voice to it—that so far as they were concerned they regarded their enemies as unclean—unclean to the extent that they were unwilling to be associated with them, either in commerce or socially for a great many years to come. Personally they would not come back at all if he could help it. They had violated every known law of warfare, had committed the most ruthless murders on land and sea, and had forfeited their right to be regarded as ordinary civilian citizens. It was only by voicing their strong opinions that they could hope to keep the German out and if they could not prevent him coming back for ever, they would refuse to have him back for a certain period of years, and then only under the terms of a licence. They wanted to be considered before the end of the war and their views should be clearly stated. It might be said that that was trunkey but he did not believe so, for practically every citizen had lost children, brothers had lost brothers, not under the conditions of ordinary warfare, but under such as made them revolt against the acts. There were even those who had had sisters butchered. He saw recently, in a pictorial, that a station in South Africa had had its name changed to "Cavell," with the words "We shall never forget." It was because of the acts they had committed that he hoped they would never have the Germans back in the Colony for many years to come. (Applause.)

Mr. T. F. Hough moved the election of the following Committee:—The Hon. Mr. P. H. Holyoak, Hon. Mr. C. E. Anton, Hon. Mr. E. Shellim, Messrs A. S. D. Coulsand, S. H. Dailwell, E. V. D. Parr, G. T. Edkins, N. J. Stabb and A. O. Lang.

This was seconded by Mr. Gordon, and unanimously agreed to. The confirmation of the following new members was agreed to on the proposition of the Chairman, seconded by Mr. Dodwell:—China Mutual Life Insurance Co., Ltd. Dairy Farm Co., Ltd. Liverpool and London and Globe Insurance Co., Ltd., B. Monteith Webb and Co., Patell and Co., Fung Tang, C. E. Warren, and J. Scott Harston.

An extraordinary meeting of the Chamber followed for the purpose of considering the following resolution:—"That Clause 8 of the Rules and Regulations of the Hongkong General Chamber of Commerce should be amended by the insertion of the word 'British' between the word 'ten' and the word 'members' in the first line thereof." The Chairman said:—The Committee have been approached from various sides on the standing of the Chamber as a British Association. Obviously, established as we are in a British Colony with a preponderance of British members our practical status is that of a British Chamber, and I would ask those members owing allegiance to other than the British flag but whom we are glad to have with us to make due allowance for that point. The proposal which is put before you appeals to the outgoing Committee as an opportune measure and they support its introduction. If the resolution is carried it will be a matter for consideration for the incoming Committee to decide whether further steps are desirable to take to meet the new circumstances arising out of the war, in relations between the Chamber, the British Government and other Chambers of Commerce. With these remarks I would commend a favourable hearing to the resolution to be put before you. The above resolution was then proposed by Mr. Coppie, who

was seconded by Mr. Gordon, and unanimously agreed to. The confirmation of the following new members was agreed to on the proposition of the Chairman, seconded by Mr. Dodwell:—China Mutual Life Insurance Co., Ltd. Dairy Farm Co., Ltd. Liverpool and London and Globe Insurance Co., Ltd., B. Monteith Webb and Co., Patell and Co., Fung Tang, C. E. Warren, and J. Scott Harston.

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HOLY WEEK.

Forthcoming Services at Catholic Cathedral.

The following is the list of services authorized by His Lordship Bishop Foxsoni, at the Cathedral of the Immaculate Conception, from Palm Sunday (April 1) to Easter Day.

Palm Sunday.—Low Masses 6, 7 and 9.30 a.m.—Blessing and distribution of palms at 7.30 a.m. followed by Procession of Palms. During the High Mass the Passion Gospel will be sung by three priests. In the evening Benediction of the Blessed Sacrament.

Monday and Tuesday.—Low Masses at 6 and 7.30 a.m.

Wednesday.—Morning services as on previous days. Office of Tenebrae at 5 p.m. Benediction sung by the clergy and Masses by the full choir. General Confession.

Maundy Thursday.—General Communion from 6 to 8 a.m. High Pontifical Mass will be celebrated at 8 a.m. by the Bishop, during which the blessing of the Holy Oil will take place, followed by the Exposition of the Blessed Sacrament and the unclothing of the Altar. The ceremony of the Washing of the Feet will be performed by the Bishop at 11 o'clock. In the evening Tenebrae and public Adoration of the enthroned Blessed Sacrament up to 11.30 p.m.

Good Friday.—Offices in the morning at 8 o'clock. Adoration of the Wood of the Cross; Missa Praesentificatio.

In the evening Tenebrae, followed by the devotion of the Way of the Cross. Each Station is presided from the pulpit by the Rev. the Rector of the Cathedral, and concludes with the Stabat Mater.

Holy Saturday.—Blessing of the New Fire and the Paschal Candle, followed by the reading of the Twelve Prophecies and the Blessing of the Font. Litany of the Saints and High Mass. At the Gloria in Excelsis the bells will be rung and flowers distributed among the congregation.

Easter Sunday.—High Pontifical Mass at 8 a.m., when the Pascal Blessing will be imparted by the Bishop. In the evening Benediction of the Blessed Sacrament.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkin, D.S.P. (Reserve), state:—

Rifles. With reference to Orders of March 28/27, uniform is to be worn by all ranks when attending at Central Station on Sunday, April 1.

Discipline. Until further orders all reports must be addressed to Staff Inspector or Potter, Victoria Gaol. All report sheets issued by the Discipline Department must, however, be returned to this office, c/o Orderly Room Sergeant.

Joined. No. 2 Company—P. C. 477 D. A. Barriadas.

said that for many years their Committee had consisted of British members only, and the amended regulation would ensure such being the case in future. It would also have the good effect of assisting other British Chambers to send their Committee some confidential communications which hitherto they had considered inadvisable. By the amending of the regulation that difference would be unnecessary on that account. Mr. Watson seconded and the resolution was unanimously agreed to.

New Chairman. At a subsequent Committee meeting, the Hon. Mr. P. H. Holyoak was appointed in succession Mr. G. T. Edkins as Chairman of the Chamber, and Mr. R. T. Dodwell was appointed Vice-Chairman.

ST,

PUBLIC AUCTIONS.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 28th March 1917,

commencing at 11 a.m. at his Sales Rooms, Duddell Street,

A Large Quantity of Valuable Household Furniture

Comprising:—

One hundred and eighty chairs, blackwood tables & flower stands, teak writing tables, ornaments, engravings oil paintings, carpet, etc. etc.

Oak extension dining table, teak sideboards with bevelled mirrors, dinner wagon, dinner service, glass ware etc. etc.

Double brass & brass mounted iron bedsteads, teak double wardrobes with bevelled mirrors, dressing tables, washes and toilet cressery, etc. etc.

Also

1 Apollo Grand Piano.

2 Typewriters (new).

GEO. P. LAMMERT,

Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 30th March, 1917,

commencing at 2.30 p.m. at No. 1, Gordon Terrace, Hanoi Road, Kowloon.

A Quantity of Valuable Household Furniture

(See particulars from catalogue) On view from Thursday, the 29th inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions from P. W. Giddings, Esq. to sell by Public Auction on

SATURDAY, the 31st March, 1917,

commencing at 11 a.m. at No. 25, Des Voeux Road Central (1st floor).

A Quantity of Office Furniture

comprising:—

Typewriters, Steel Safes, writing desks & chairs, electric table fans, blackwood armchairs & lamps etc. etc.

Also

A Collection of Valuable Law Books.

On view from Friday, the 30th inst.

Catalogue will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

FOR SALE.

MOTOR CARS, MOTOR CARS.

1917 Overland Touring Cars, 6 Cylinder, 7 Seater.

GEO. P. LAMMERT, Duddell Street.

Hongkong, 18th February, 1917.

FOR SALE.

24 "I Z" Slazenger Tennis Rackets.

35 dozen "M & T" Superior Golf Balls.

10 dozen Slazenger Tennis Balls.

10 pieces back stop tennis netting.

Apply:

GEO. P. LAMMERT.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

(For Account of the Concerned),

ON

TUESDAY and WEDNESDAY,

the 27th and 28th March, 1917, commencing at 2.15 p.m.

on TUESDAY and from 11.00 a.m. to 12.30 p.m. and from 2.15 p.m. until completion of sale on

WEDNESDAY.

"Braeside Hotel,"

20 MacDonnell Road,

The Whole of the Valuable Household Furniture,

&c. &c. &c.

therein contained,

Comprising:—

Hall stands, large mirror in Blackwood frame, side tables, upholstered arm-chairs and sofas by Lane Crawford, blackwood cabinets and stands,

several carpets and rugs (Axminster) including one pile carpet, paintings and pictures, &c., large carved teakwood sideboard, dinner wagnons,

large and small dining tables, chairs, a large quantity of table linen, &c., electro plate and cutlery, including a number of silver articles, large and small teakwood wardrobes with mirrors, double and single bedsteads, dressing tables, washstands, toilet sets, bed linen and blankets, bathroom utensils, large ice chests, pantry and kitchen utensils, including a large cooking stove, &c.

Also

Two Pianos (one by Collard & Collard), Tennis net and Poles, full size Croquet set, Lawn Mower, garden tools, wire netting.

And

A very fine Assortment of Pot Plants, Palm, &c.

On view from Monday, 26th inst.

Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

NOTICES.

HONGKONG ICE CO., LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the General Managers at 11.30 A.M. on

WEDNESDAY 28th inst., to receive a Statement of the Company's Accounts to 31st December, 1916, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 28th inst., both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 8th March, 1917.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Offices of the undersigned at NOON, on WEDNESDAY the 28th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th inst., both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Managers,

Hongkong Fire Insurance Company, Limited.

Hongkong, 8th March, 1917.

NOTICES.

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-NINTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on FRIDAY the 30th inst., at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Agents.

GREEN ISLAND CEMENT CO., LTD., AND REDUCED.

NOTICE is hereby given that the Transfer Books of the Company will be CLOSED from

THURSDAY, 1st March to SATURDAY, 31st March, 1917, both days inclusive.

The return of Capital of \$2.50 per share will be paid to Shareholders on and after the 15th March, 1917, on presentation of Share Certificates for endorsement.

By Order of the BOARD OF DIRECTORS.

Hongkong, 22nd February, 1917.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.,

Honorary Secretaries & Treasurers.

Hongkong, 15th January, 1917.

HONGKONG CLUB.

NOTICE.

THE THIRTY-FIRST Yearly General Meeting of the Members of the Hongkong Club, will be held in the Club House, on THURSDAY, the 29th March, 1917, at 5.30 p.m.

By Order, E. DES VOEUX, Secretary.

Hongkong, 16th March, 1917.

ASAHI BEER.



POST OFFICE.

IMPORT PROHIBITIONS.

The public are informed that the undesignated articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post.

Gold manufactured or unmanufactured, including gold coin and articles containing gold; All manufactures of Silver other than silver watches and silver watch cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs insist that senders of parcels addressed to France, Corsica and Algeria must fill in the columns of the regular Customs Declaration, particularly and exactly, omitting none of the headings comprised therein.

It is furthermore absolutely necessary to show in the aforesaid declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

Particulars of outgoing and incoming Mails will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Persia, East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

Tai O.—Week days, 5 p.m.

Tai Po.—Week days, 10 a.m.; Sundays, 9.30 a.m.

Cheung Chow.—Week days, 2 p.m.

Shatantok, Shatin and Sheungshui.—Week days, 4 p.m.

Aberdeen, Antau, Ping Shan, Sai Kung, San Tin and Stanley.—Week days, 4.30 p.m.

Canton, Samshui and Wanchow.—Week days, 7.30 a.m.; Registration 5 p.m.; Letters 6 p.m.; Sundays, 5 p.m.

Macao.—Week days, 7.15 a.m.; 1.30 p.m.; Sundays, 9 a.m.

Kowloon.—Week days, 6 p.m. Except Saturdays; Sundays, 5 p.m.

Namtau and Sanmei.—Week days, 5 p.m.; Sundays, 5 p.m.

Shamshui.—Week days, 10 a.m.; 4 p.m.; Sundays, 9 a.m.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao.—Week days, 7.30 a.m.; 1.30 p.m.; Sundays, 8.30 a.m.; Holidays, 7.30 a.m.; 1.30 p.m.

Canton.—Week days, 7.30 a.m.; 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 7.30 a.m.; 9.30 p.m.

Tai Ping Tung.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Shek Ki.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Kowloon.—Week days, 6 p.m.; Sundays, 6 p.m.; Holidays, 6 p.m.

Kumbuk.—Week days, 6 p.m.; Sundays, 6 p.m.; Holidays, 6 p.m.

Kaukung.—Week days, 6 p.m. Except Saturdays; Sundays, 6 p.m.; Holidays, 6 p.m.

SHIPPING NEWS.

ARRIVED.

Chinba, Br. sa. 1,303, Jones, 24th Mar.—Manila, 23rd Mar. Gen.—B. & E.

Choyang, Br. sa. 1,421, Richard, 26th Mar.—Samar, 25th Mar. Gen.—J. M. & Co.

Unai M. No. 3, Jap. sa. 1,986, Huroshima, 26th Mar.—Wakamatsu, 20th Mar. Coal—M. B. E.

Haitan, Br. sa. 1,155, Hodgins, 27th Mar.—Swat, 16th Mar. Gen.—D. L. & Co.

Shinyo M. Jap. sa. 6,375, Ffime, 27th Mar.—San Francisco, 21st Feb. Ge.—T. K. K.

Yuenang, Br. sa. 1,110, Mowrey, 27th Mar.—Manila, 24th Mar. Gen.—J. M. & Co.

THE ALEXANDRA CAFE.

Just arrived, Fresh assorted American Sweets & Fry's Chocolate.

WEATHER REPORT.

On the 27th at 11.45—No returns from Japanese station. Pressure has increased considerably at Vladivostok, moderately over S.W. China and slightly elsewhere. The anticyclone appears to be moving eastward.

Fresh monsoon is indicated over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.30 inch. Total since January 1st, 3.43 inches, against an average of 5.64 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

Detail.

1 Hongkong to Gap Rock.

2 Formosa Channel.

3 South coast of China between H.K. and Lamoo.

4 South coast of China between H.K. and Hainan.

China Coast Meteorological Register.

March 27, a.m.

Station.

Hour.

Barometer.

Temperature.

Humidity.

Wind.

Force.

Weather.

Vorook 6a 30.25 35 11W 2.

Nemuro 6a 30.15 35 11W 2.

Hakodate 6a 30.15 35 11W 2.

Tokio 6a 30.15 35 11W 2.

Kagasaki 6a 30.15 35 11W 2.

Kyushu 6a 30.15 35 11W 2.

Yokohama 6a 30.15 35 11W 2.

Shanghai 6a 30.15 35 11W 2.

Amoy 6a 30.15 35 11W 2.

Swatow 6a 30.15 35 11W 2.

Taiwan 6a 30.15 35 11W 2.

Manila 6a 30.15 35 11W 2.

Cebu 6a 30.15 35 11W 2.

Yokohama 6a 30.15 35 11W 2.

Shanghai 6a 30.15 35 11W 2.

Amoy 6a 30.15 35 11W 2.

Swatow 6a 30.15 35 11W 2.

Taiwan 6a 30.15 35 11W 2.

Manila 6a 30.15 35 11W 2.

Cebu 6a 30.15 35 11W 2.

Yokohama 6a 30.15 35 11W 2.

Shanghai 6a 30.15 35 11W 2.

Amoy 6a 30.15 35 11W 2.

Swatow 6a 30.15 35 11W 2.

Taiwan 6a 30.15 35 11W 2.

Manila 6a 30.15 35 11W 2.

Cebu 6a 30.15 35 11W 2.

Yokohama 6a 30.15 35 11W 2.

Shanghai 6a 30.15 35 11W 2.

Amoy 6a 30.15 35 11W 2.

Swatow 6a 30.15 35 11W 2.

ENTERTAINMENTS.

CLARKE'S CIRQUE

TO-NIGHT AT 9.15 P.M.

FIRST PRESENTATION OF THE GREAT NEW PROGRAMME. AFTERNOON PERFORMANCES

Wednesdays & Saturdays at 5.30 p.m.

BOOKING AT THE ROBINSON PIANO CO.

VICTORIA THEATRE.

Tuesday, 27th March, 1917.

The Greatest Detective Serial

ever screened in the East.

IN 15 EPISODES:

"ZUDORA."

(1ST & 2ND EPISODES).

"PATHE'S BRITISH GAZETTE."

VARIOUS INTERESTING FILMS

and COMICS.

Booking at ANDERSON'S.

BIJOU THEATRE.

The Grand Theatre in Hongkong.

TO-NIGHT!

The Final Episodes of the 'Great Trans-Atlantic Serial—

"THE MASTER KEY."

entitled:—"WE MUST FIGHT FOR EACH OTHER."

CAUMONT GRAPHIC

and Comics.

HONGKONG THEATRE.

(OLD LAND OFFICE BUILDING).

Commencing SATURDAY, 24th March.

Showing:— 9th and 10th Episodes of

"PEG O' THE RING."

ALSO KEYSTONE COMICS.

WEDNESDAY, 28th March.

"THE CODESS," Continuation of 11th & 12th Episodes.